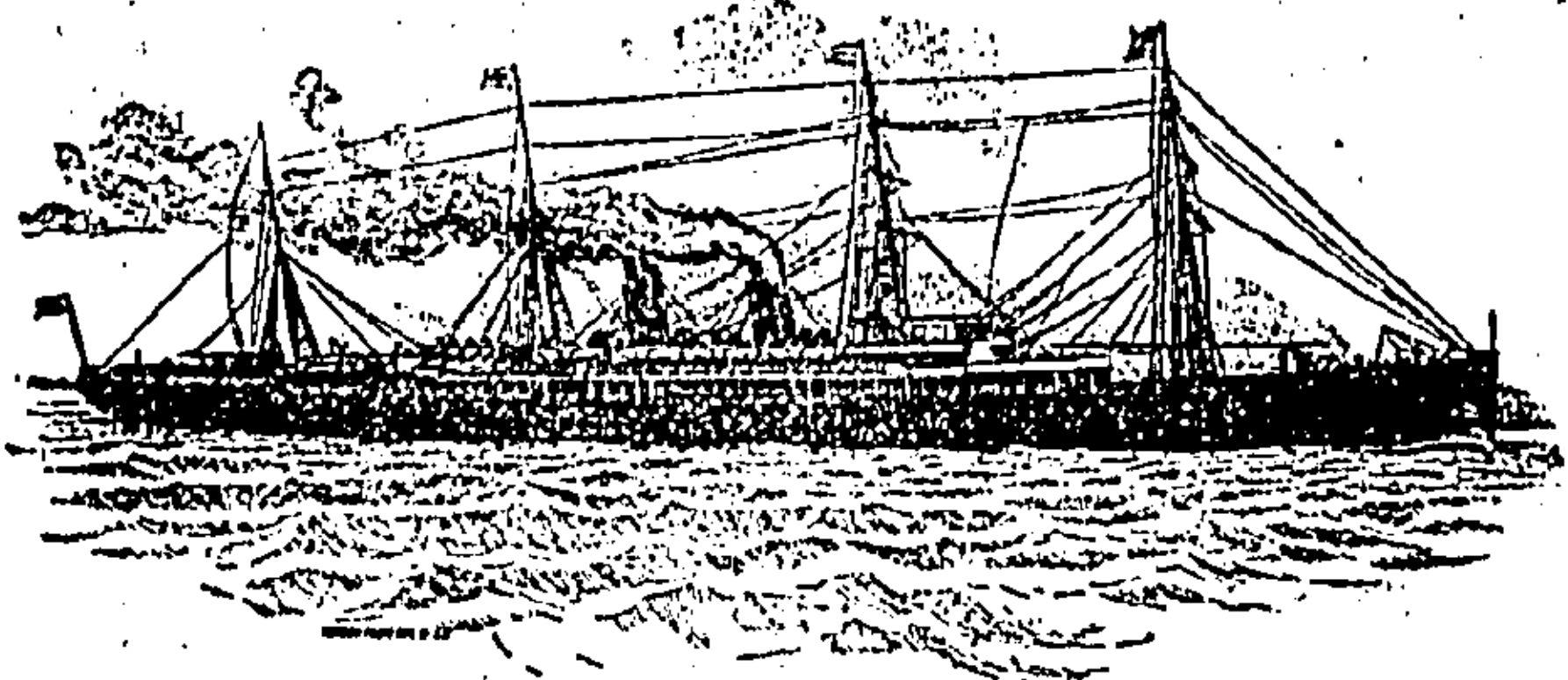






Hails.

## U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU"	TUESDAY, 21st July, at Noon.
"KOREA"	TUESDAY, 28th July, at Noon.
"GABRIEL"	TUESDAY, 4th August, at Noon.
"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CLIO"	SATURDAY, 22nd August, at Noon.
"NIPPON MARU"	TUESDAY, 1st September, at Noon.
"SIBERIA"	TUESDAY, 8th September, at Noon.
"COPTIC"	WEDNESDAY, 16th September, at Noon.
	SATURDAY, 26th September, at Noon.

Record Trip Yokohama to San Francisco made by S.S. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 21st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 11th July, 1903.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN"	6,000 Tons.	WEDNESDAY, 15th July.
"TARTAR"	4,425	WEDNESDAY, 22nd July.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 5th August.
"ATHENIAN"	3,882	WEDNESDAY, 12th August.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 26th August.
"TARTAR"	4,425	WEDNESDAY, 23rd September.
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 7th October.
"ATHENIAN"	3,882	WEDNESDAY, 21st October.
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 4th November.
"TARTAR"	4,425	WEDNESDAY, 18th November.
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 16th December.
"TARTAR"	4,425	WEDNESDAY, 30th December.

The magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 25th June, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
NURNBERG	HAVRE and HAMBURG.	17th July.	Freight.
WURZBURG	(Calling at SINGAPORE and PENANG.)	29th July.	Freight and Passengers.
BADENIA	HAVRE and HAMBURG.	12th August.	Freight.
Röden.	(Calling at SINGAPORE and PENANG.)	26th August.	Freight.
SITHONIA	HAVRE and HAMBURG.	9th Sept.	Freight and Passengers.
Hildebrandt	(Calling at SINGAPORE and COLOMBO.)	23rd Sept.	Freight.
KONIGSBERG	HAVRE and HAMBURG.	about middle of August.	
Mayer	(Calling at SINGAPORE and PENANG.)		
ANDALUSIA	HAVRE and HAMBURG.		
von Döhrn	(Calling at SINGAPORE and COLOMBO.)		
ARABIA	NEW YORK		
Eble	VIA SUZ CANAL.		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 9th July, 1903.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAN"	2,363 tons.	Captain H. D. Jones.
"HONAN"	2,338	" G. F. Morrison, R.N.R.
"HONAN"	2,338	" A. V. Morrison, R.N.R.
"HONAN"	2,338	" C. V. Morrison, R.N.R.
"HONAN"	2,338	" J. J. Morrison, R.N.R.

Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.

Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. Sunday from Macao to Hongkong daily at about 7.30 A.M. (Sundays excepted).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING," 563 tons, Captain R. D. Thomas.

S.S. "SAINAM," 588 tons, Captain B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD

Hongkong, 9th May, 1903.

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## Amusements.

## THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.5 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e]

## THEY HAVE ARRIVED

57 Varieties of good things for the table.

Do you know that HEINZ SWEET PICKLES are known throughout the world for their delicate aromatic flavor and distinctive virtues?

THE MUTUAL STORES,  
25, Des Voeux Road Central.

Hongkong, 29th June, 1903.

[553e]

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &amp;c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[57e]

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES. Large and lofty rooms elegantly furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[533e]

GO TO THE  
KOWLOON HOTEL,  
KOWLOON.R. F. DALY,  
Manager.J. W. OSBORNE,  
Proprietor.

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,  
VIENNA,  
THE INVENTORS OF INCANDESCENT GAS LIGHT.ARE SELLING THE ONLY GENUINE MANTLES,  
The Price of which has been reduced to  
FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.  
CONNAUGHT HOUSE.CHINESE AMERICAN COMMERCIAL COMPANY.  
司公美華  
IMPORTERS, EXPORTERS AND MANUFACTURERS.

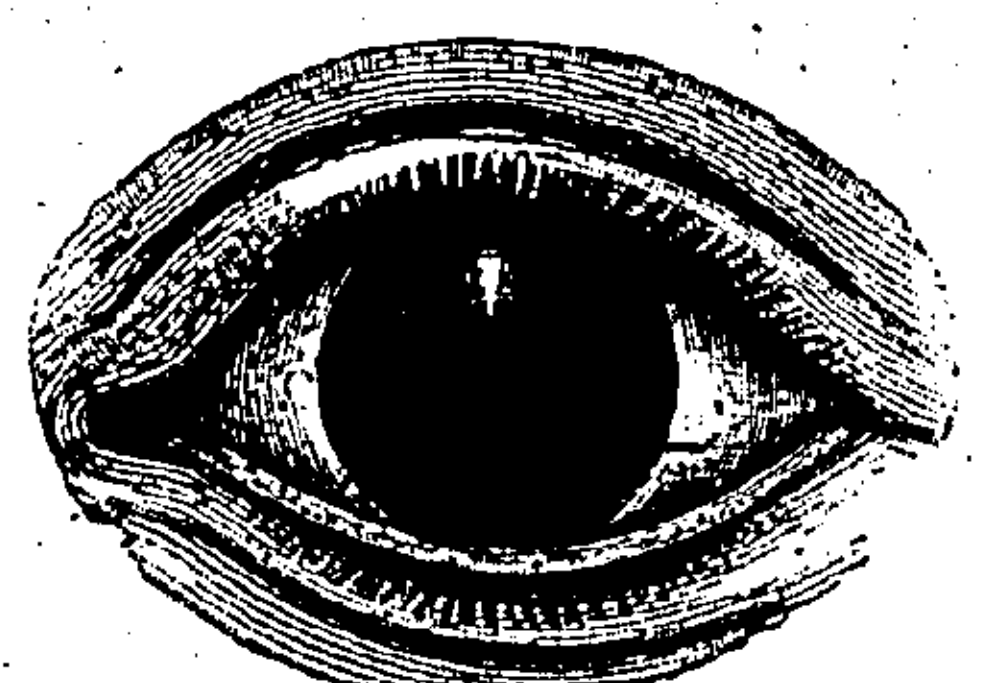
FINE DELICIOUS AND JUICY CALIFORNIAN MUSK MELONS! AMERICAN WATER MELONS! AND HIGH CLASS VEGETABLES IN SEASON, FRESH DAILY.

THE Company's OFFICES are established at Nos. 20 and 21, CONNAUGHT ROAD opposite DOUGLAS PIER, Hongkong, 1st May, 1903.

MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN 100-100-100.

TSU FAN DENTIST.  
PRICES MODERATE—CONSULTATION FREE. Next to the Hongkong Dispensary, 50, Queen's Road, Central. Hongkong, 28th November, 1904.

I am now in a position, in his New and Com. modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality. Hongkong, 29th September, 1904.

N. LAZARUS;  
OPHTHALMIC OPTICIAN,  
OF LONDON AND CALCUTTA.

## SIGHT TESTED.

LENSES for the correction of Astigmatism ground on the premises.

Spectacles and Eyeglasses in all styles and metals.

Consulting Room:  
No. 16, Queen's Road Central,  
Nearly opposite the Hongkong Hotel with entrance through store of R. Houston, Tailor.DAVID BENJAMIN,  
Manager.

Hongkong, 23rd June, 1903.

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F. BLACKHEAD & CO.,  
SHIPCHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS,  
PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.SOLE AGENTS FOR  
HARTMANN'S PATENT'S GENUINE  
COMPOSITE RED HAN  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c., &c.Sole Agents for  
FERGUSON'S SPECIAL CREAM

P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY &amp;c.

EVERY KIND OF SHIPS-STORES AND REQUISITES ALWAYS IN STOCK.

AT  
REASONABLE PRICES.

Hongkong, 12th May, 1904.

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## Intimations.

**WATSON'S**  
HOUSEHOLD REMEDIES  
FOR THE SUMMER.

PRICKLY  
HEAT LOTION

One of our most popular preparations,  
which has stood the test of fifty  
years. Cools the skin and removes  
irritation at once.

RINGWORM  
REMEDY

(TONG PANG CHONG)

An absolute specific for Ringworm and  
Dhobi Itch.

HOUSEHOLD  
AMMONIA

Try it in your bath and you will feel all  
the better for it. For cleansing silver-  
ware, jewellery, and clothing, it is  
without equal.

**A. S. WATSON & Co.,**  
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 256.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

**A CHEE & CO.,**  
祥利廣  
17A, QUEEN'S ROAD.

FURNITURE  
DEALERS.

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES.

COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC  
DEPARTMENT.

DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 8th July, 1902. [282]

**CARMICHAEL AND  
CLARKE,**

CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.  
A. B. C. Code, 4th Edition.

Lieber's Standard Code.  
TELEPHONE, 232.

Hongkong, 20th March, 1903. [355]

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

## NOTICE.

All communications intended for publication in  
"The HONGKONG TELEGRAPH" should be  
addressed to the Editor, 1, Lee House Road, and  
should be accompanied by the Writer's Name and  
Address.

Ordinary business communications should be addressed  
to The Manager.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.

## SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$12 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is

accessible to messenger. On copies sent by post an

additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the

world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-

five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 11, 1903.

## LOCAL AND GENERAL.

INSPECTOR James Williamson has been ap-  
pointed Inspector of Nuisances at Aberdeen.

THE Admiralty has reduced the period for men  
serving on the China Station from five to three  
years.

LeMunyon will have another grand opening  
Day and a Souvenir day as well; watch the date.  
—Advt.

A CHINESE clerk employed at the Post Office,  
has been charged for opening a newspaper,  
and the case was adjourned until next Friday.

READERS are reminded of the open air concert  
to be given this evening at the Volunteer  
Headquarters. The programme will be com-  
menced at nine o'clock.

CAPTAIN A. W. Outerbridge of the *Sungkiang*  
was married by Bishop Brent at Manila on 7th  
inst., to Miss Jessie H. Woodward, a former  
hospital nurse. The couple will make their  
home in Hongkong.

MARIA Gonzales, "Queen of Calocan," has  
been discharged by Judge Rohde, at Manila,  
on the charge of "bandolerismo," but the court  
directs that the accused be arrested and tried  
for sedition or treason.

IN Brazil the "giboiá," a kind of box, is largely  
kept and sold for the purposes of keeping down  
the rats and other vermin. They are quite  
harmless, very beautiful and graceful, and sleep  
all day, doing their hunting at night.

THE King's exequatur empowering Don  
Eduardo Nuñez to act as Consul of Peru at  
Hongkong, has been issued. Mr. Nuñez re-  
ported his arrival and assumed charge of the  
Peruvian Consulate on the 30th ultimo.

THE case in which a ricksha coolie was robbed  
of \$1.20, while wheeling his vehicle along the  
Shaikwan Road, was brought before Mr. T.  
Sercombe Smith this morning, and the accused  
was committed for trial at the next Criminal  
sessions.

AT a launch in England recently of a mission  
vessel, the customary bottle of wine was  
dispensed with at the christening. Instead, a  
bottle of oil—indicative of peace and calm—  
was made fast to the bows of the vessel before  
she left the ways.

CHINESE persons born in the Philippine  
Islands are not required by law to register, but  
if such persons make application, there is no  
reason why they should not be given a certifi-  
cate of residence in the same way as any other  
Chinese person.

REPRESENTATIVES of one of the largest  
syndicates in the United States have arrived in  
Manila and are conferring with the Philippine  
Transportation Improvement Co. concerning the  
advantage of bringing to the island a large  
amount of capital for various investments.

A DESPATCH from Constantinople to the  
*Figaro* states that the Sultan has commanded  
the Seras Kierat to order two heavy guns in  
England which are to be used as patterns in the  
Imperial foundry at Tofane. One gun is to  
be a six inch quick-firer and the other of  
larger calibre.

THE *Straits Times* understands on very reliable  
authority that the bids for the Opium and  
Spirit Farms have, in one instance at any rate,  
reached a figure exceeding \$5,000,000, per  
annum, and indeed approaching \$500,000,  
per month. The present holders pay but  
\$263,000 per month. "If anybody can afford to  
offer half a million per month for the same  
concession it is easy to realise what a delicious  
financial picnic the present incumbents must  
have been enjoying for the past year or two.

VERY great importance is being attached in the  
official and diplomatic world to the recall of  
Count Cassini, the Russian Ambassador in  
Washington—for that he has been recalled  
there is little ground for doubt. His Excellency's  
relations with the United States  
Government have, it is known, been for some  
time very strained, chiefly because of the  
unreliability of the assurances and denials  
regarding China which he has given to the  
American Government on various occasions.  
The *Manchester Dispatch* observes that official  
folk are now wondering whether he is to be  
again sent to Peking.

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

We shall have a Souvenir Day, soon but you  
will have to pay us a personal visit as no chits  
will go. LeMunyon.—Advt.

ACCORDING to the *Echo*, the Chinese of Penang  
are discussing the advisability of forming a  
Chinese Chamber of Commerce.

THREE Japanese training vessels are expected  
to arrive in Manila about the middle of the  
month with a large number of naval cadets  
aboard. The vessels have already been to Aus-  
tralia and are now en route to Manila, via  
Japan. The ships will be received with  
fitting ceremonies.

THE trustee of Aston Villa Football Club,  
which altogether has provided £20,000 for char-  
itable purposes, have presented to the board  
of managers of the General Hospital, Birming-  
ham, a cheque for £1,250, raised by subscrip-  
tions, for the endowment of a footballers' bed.  
This, it is stated, is the first case of footballers  
endowing a bed in a hospital.

THE "Church and Stage" combine has another  
illustration in Penang, where the Rev. Frank  
W. Haines is stage-managing the preparation  
of Pinero's comedy "Dandy Dick." The cast  
is to include Messrs. J. B. Aitken, Harold Cold,  
James Murray, Harry Neubronner, Orlo  
Thomas, Robert Withers and Eitelbert Sker-  
tchly, Mesdames Lisa Anthony, Muriel Bur-  
hope, Flo Skeritich and Evelyn Thomas.

Don't forget the chits for they will not go.  
LeMunyon.—Advt.

THE Manila *Times* states:—An important  
commercial filing has just been made with  
Registrar Barrera, and with it the Sulu Pearling  
Co. launches itself into business life with a  
paid up capital of \$25,000. This company will  
operate in the Sulu Archipelago, which is said  
to afford pearling fisheries equal to any in the  
world. Well known and substantial Manila  
citizens are at its head. The company mans  
its own fleet, which will be among the best  
equipped operating in this part of the Orient.  
As yet the commercial importance of existing  
pearl fisheries is, so to speak, unknown, but they  
are known to be very rich, and much profit to  
the industries of the Philippines may be ex-  
pected through the operations of the company.

A WIRE to the *Cablenews*, dated New York,  
July 7, says:—Seventy-five people are dead as  
a result of the bursting of a dam at Oakford  
Park, Pennsylvania. Many others were injured  
by the frightful rush of water when the  
retaining walls gave way. The terrible accident  
occurred with hardly any warning, and those  
in the path of the flood had no time to seek  
safety. A great deal of valuable property was  
destroyed, and many residences swept away.  
The disaster recalls the Johnstown flood which  
drowned many thousands, and which was also  
caused by the failure of the walls of a reservoir  
to retain the waters when swollen by heavy  
rains. The State is rendering aid to the home-  
less, and collections are being taken up to give  
those rendered paupers a new start in life.

Now look out for LeMunyon's new store adv  
It is a beauty.—Advt.

RAMEES David, book-keeper at the Kowloon  
Hotel, and Abdul Kareem, ice cream vendor,  
residing with him at No. 8, Austin Road, Kow-  
loon, related at the Magistracy this morning,  
that at about 3.30 a.m. yesterday he heard a  
noise in his room, and on getting up saw a  
Chinaman trying to break open his trunk. He  
immediately rushed at him, but the intruder  
made for the balcony, and ere long was out in  
the street. He gave chase, and directed his lodger  
to report the matter at the station, which he  
did. At 4.30 he returned home after a fruitless  
chase, and making a search found that three  
watches, an umbrella, a pair of silk slippers, and  
a penknife were gone. An hour or two later  
the thief was caught at Yaumati with the  
articles in his possession, and was sentenced  
by Mr. Kemp this morning to four months'  
hard labour.

SENATOR Dietrich of Nebraska said, in the  
Senate in February last, "Both the great to-  
bacco and sugar estates of the Philippines  
have been so conducted that the great mass of  
labourers on them never saw any money from  
one year's end to the other. The pittance  
which they received for their labour was given  
in goods from the company's stores. In fact  
they were always kept in debt and thus held  
in semi-slavery." Hence the past and present  
unrest. Weekly cash pay rolls are a quietus.  
The senator further said: "Now that we have  
possessions that can produce all of this coffee,  
rubber, copra, cocoa, dye woods, spices and  
other tropical products, I am in favour of  
placing a protective tariff on them against the  
rest of the world. We should do what is best  
for our own people and the people of the Phil-  
ippine Islands, for they are our own people.  
The Philippine Islands are ours; why not  
develop them instead of paying out millions  
yearly to develop foreign countries?"

Four floors freshly painted and tinted and in  
first class condition to rent. Inquire at C. E.  
LeMunyon, New Store, 31, Des Voeux Road.  
P. O. Box 368.—Advt.

## THE MANILA-HONGKONG RUN.

Another big cut in first class passage rates  
has been made, says the Manila *Times* of 29th  
ult. Messrs. Smith, Bell and Co. announce that  
on and after July 1st they will carry passengers  
to Hongkong by their favourite steamers *Sung-  
kiang* and *Wuchang* at the low rate of \$20  
Mexican, and \$35 for the round trip ticket.

It is the intention of the management to run  
the steamers on regular schedule, and there  
will be sailings from Manila and from Hong-  
kong every Wednesday at 4 p.m.

THE Beer to drink in the tropics is the Beer  
made in the tropics—SAN MIGUEL.

## HONGKONG ELECTRIC CO., LTD.

## ANNUAL MEETING.

The fourteenth ordinary yearly meeting of  
shareholders in the Hongkong Electric Com-  
pany, Limited, was held at the Company's  
offices, No. 4, Queen's Buildings at 12.30 this  
afternoon. There were present Mr. A. G. Wood  
(Chairman), Hon. Sir C. P. Chater, C.M.G., Hon.  
C. W. Dickson, Mr. G. H. Medhurst (directors),  
Dr. I. W. Noble, Messrs. T. H. Reid, G. M.  
Bain, J. T. M. Wheeley, J. R. Michael, R.  
R. Roberts, Q. Bapista, and J. W. A. C.  
Bonnar (Secretary).

The Secretary having read the notice cover-  
ing the meeting,

The Chairman said:—The report and  
accounts have been in your possession for some  
time so, with your permission, I will take them  
as read. I am sure that I may congratulate  
you on the continued good results shown in the  
accounts now before you; our net earnings  
amount to the sum of \$75,167.41 available for  
distribution, which enables us to pay a dividend  
of 9%, or 1% better than we have hitherto  
achieved and to write off \$34,741.11, a larger  
amount than before, for depreciation of plant  
and furniture and to carry forward \$3,453.00.  
In making this provision for depreciation we  
are continuing that policy which has been  
steadily followed to keep us in a position to  
meet the rapid but continued changes and im-  
provements in electrical machinery and appli-  
ances. Our manager, Mr. Wickham, is now  
on leave and during his stay in England and  
while on his return journey through the United  
States he will avail himself of any opportunities  
to gain information about any improvements  
which are likely to be of advantage to us in the  
alterations and extensions we may find it desir-  
able to introduce. The use of the current for  
light and power continues to show a steady  
growth, being for this year the equivalent of  
upwards of 22,000 lamps of 8 candle power  
against 16,300 last year, and lighting remains  
the same and the lifts operated by our service  
have increased from 9 to 11. The expenditure  
on working accounts has been in about normal  
proportion with the increase of the company's  
business, though we have been put to some  
additional outlay for coals of a better, that is less  
smoke making, quality to enable us to comply  
with the requirements of the Public Health  
Ordinances. Before moving the adoption of  
the report and accounts, I shall be pleased to  
answer any questions that shareholders may  
wish to put.

There being no questions,  
The Chairman proposed, and Mr. R. C. Wil-  
cox seconded, that the report and accounts as  
presented be adopted and passed.

Carried.

## DIRECTORS.

Mr. T. H. Reid proposed the re-election of  
Messrs. G. H. Medhurst and A. G. Wood as  
directors.

Mr. Wheeley seconded and the motion was  
carried.

## AUDITORS.

On the proposition of Mr. J. R. Michael,  
seconded by Mr. G. M. Bain, Messrs. Gershom  
Stewart and C. W. May were re-elected auditors.

The Chairman:—That is all the business,  
gentlemen. I thank you for your attendance.  
The dividend warrants will be ready on Mon-  
day morning, and can be had on application at  
this office.

THE MYSTERIOUS CATTLE  
DISEASE.

## OUTBREAK IN THE PHILIPPINES.

At a recent meeting of the Hongkong  
Sanitary Board, a minute was read from Mr.  
A. Gibson, Colonial Veterinary Surgeon, re-  
porting an outbreak of disease in the Kennedy-  
town cattle depots. The President then stated  
the Government had authorised investigation  
into the disease, and that \$1,500 had been voted  
to begin with. The actual cause of the disease  
was not known, and to ascertain what it was  
the Government Bacteriologist and the Colonial  
Veterinary Surgeon were pursuing investigations.

We now learn from the Manila *Times*, of  
30th ult., that a disease new to the Philippines  
has broken out among the caribao which have  
been shipped from Shanghai under the govern-  
ment's contract, and it seems somewhat  
similar to that which has been affecting the  
cattle in the Kennedytown depots. The *Times*  
says the disease is called variously cattle plague  
or bovine pest and scientifically belongs to the  
*hemorrhagic septicaemia* group. Of the  
seventy five caribao so far received six have  
died, one having succumbed within a week of  
its arrival. The other cattle have been quar-  
antined and are being watched carefully. There  
is some doubt as to whether the cattle con-  
tracted the disease in China or on board an  
infected ship while on the way over, and in order  
to clear up this point orders have been sent to the  
government specialist in Shanghai to examine  
all the cattle there. If the disease is found to  
be prevalent there it is probable that shipment  
of cattle on the government contract will be  
stopped and a cattle quarantine established  
against Shanghai and Hongkong, whereas dis-  
ease supposed to be the same has been found  
among the cattle. So far all the animals  
afflicted have died and the statistics of the  
disease show a mortality of 100% in Minnesota  
in 1901, and from 80 to 90 per cent in 1902.  
Several animals inoculated with the disease  
at the government laboratories died of it within  
twenty-four hours. The discovery of disease  
among cattle imported from Hongkong and the  
prevalence of such diseases as surra and  
inderpest among the cattle of the other  
countries of the Orient from which cattle are  
exported to the Philippines emphasizes the need  
of a quarantine station for cattle at this port.

THE USE OF SEARCH  
LIGHTS, ETC.

## IN HONGKONG HARBOUR.

A Government notification, dated 26th ult.,  
is printed in the *Gazette* of 10th inst., as  
follows:—Officers in command of foreign  
ships of war are informed:—

1.—That the use of search lights when in  
the ports or waters of the Colony is prohibited  
unless permission has been first obtained  
from the Governor by application made  
through the Colonial Secretary.

2.—That it is prohibited to make any ex-  
amination or survey of the shores or waters of  
the Colony, either from ships or by means of  
boats.

3.—That in the event of their ships arriving  
within the waters of the Colony after dark, they  
are to anchor until daylight as near to Green  
Island as possible, or in Junk Bay (Chung  
Kwong O).

4.—That, except as provided in paragraph 3,  
no portion of the waters of the Colony, except  
the man-of-war anchorages, may be used as an  
anchorage without permission having been  
first obtained from the Governor by application  
made through the Colonial Secretary.

## THE POPE'S ILLNESS.

A *Cablenews* wire of 7th inst. reports:—Pre-  
sident Roosevelt has sent Pope Leo XIII a  
cablegram of sympathy. Dispatches from  
Rome say that the aged pontiff cannot live  
more than a few hours but that the whole world  
is marvelling at his wonderful hold on life.  
He continues at the very point of death. There  
is intense curiosity as to the probable successor  
to Leo XIII, and the newspapers are filled  
with portraits and biographies of the leading  
candidates. They are Cardinals Rampolla,  
Oreglia, Serafino and Goiti. The Conclave is  
preparing even now for the election of the new  
Pope. Rome is filled with the prelates, and  
about the Vatican a great crowd hangs day  
and night. Messages are being received from  
every monarch in the world.

Papal Delegate Guidi has received in Ma-  
nila the following cablegram from Cardinal  
Rampolla, Secretary of the Pope, and his prob-  
able successor: "The Holy Father is in a  
desperate condition. There has been no im-  
provement. He is able to take nourishment  
without repugnance. The Pope's mind con-  
tinues perfectly clear."

Later in the evening of the 7th, Monsignor  
Guidi received another cable as follows: "The  
Holy Father is sinking fast, the climax coming  
at 11 o'clock last night. The prayers of the  
faithful are asked."

## CADETS AND CANTONESE.

The following article from the *Straits Times*  
will probably be of interest to some of our  
readers:—

It costs the Government something in the  
neighbourhood of \$5,000 to send a Cadet to  
Canton for the purpose of his acquiring the  
Cantonese dialect on the spot, and thus qual-  
ifying himself for the Chinese Protectorate or any  
other department of the Straits Civil Service  
wherein a knowledge of some Chinese dialect  
is essential. The theory is that Chinese may  
not be acquired outside of China, and that a  
practically thorough knowledge of one dialect  
is necessary before the student should attempt  
to learn another. China, as everybody in the  
East well knows, is literally speckled with  
dialects—all of them utterly different so far  
as the actual words whereof they consist  
are concerned, but all using the same written  
language. Therefore it comes about that  
whereas one man might use the word "which,"  
as a relative pronoun, and another man would  
pronounce the word "that," the two men  
would use the same ideograph in writing it.  
When the Cadet is sent to Canton, he has a  
doleful time of it as a rule, and his practical  
expiation for a term of years in his early  
manhood occasionally renders him different to  
his confreres when he returns to his own sphere.  
But then it is necessary that somebody in Gov-  
ernment service should be able to understand  
the language of the ubiquitous Chinaman; so  
learn it somebody must. In this town alone,  
we have some 20,000 piggyish ignorant Chi-  
nese coolies who are always getting themselves  
into trouble through their lack of knowledge.  
As Colonel Pennefather explained the other  
day, in his Report as Inspector General of  
Police, there is only one available official of  
Government who understands their dialect—the  
Hokien—and when one of them has to ex-  
plain any trouble, he might as well be a  
clucking dorking hen for all that any European  
or native official that he is ever likely to find,  
is able to understand a word of his grievance.  
From this it may well be seen that it is  
absolutely necessary that certain officials  
should know Chinese. At this point the ques-  
tion arises, why should the Cadet—a necessarily  
intelligent student, as the fact of his having  
passed into the Service attests—why should he  
have to be expatriated in order to pick up  
Cantonese? The answer to this has long been  
that he can learn the dialect in no more con-  
venient locality. This is a statement that can  
now be refuted by facts. Some six weeks ago,  
Mr. J. A. Russell—a son of Mr. John Russell,  
the well known Director of the F. M. S.  
Government Press at Kuala Lumpur—present-  
ed himself before Mr. Hare, the Secretary for  
Chinese Affairs for the F. M. S. and the most  
eminent sinologue in the country, to undergo  
the regular examination for qualifying Cadets in  
Cantonese. Mr. Russell, who is not a Cadet, and  
is not yet twenty-one, succeeded in passing the  
written examination "with credit" and the oral  
examination "with great credit"—the exami-  
nation having lasted a week. Now, Mr. Russell  
has never been East of the Peninsula, and is  
withal the youngest man—the first youth, one  
might say—who has passed the examination  
requisite to qualify Cadets in Chinese. It was

unnecessary for him to do so, yet he did it "off  
his own bat," so to speak, and is now com-  
mencing the study of the Hakka dialect, which  
is the language almost entirely in vogue among  
the coolies and others who work in the mines  
of the Native States. So far as we can gather,  
Mr. Russell acquired all the Chinese he knows  
—written and conversational—in Kuala Lum-  
pur. The knowledge that he there assimilated  
was more than satisfied the examiner. It would  
therefore seem plain to the most casual ob-  
server that what Mr. J. A. Russell (*act. XX*) has  
been able to accomplish on his own account,  
—under now existing circumstances, and while  
earning his living at his profession during the  
day—might also be accomplished by a Cadet  
holding aspirations in that direction, especially  
if he had nothing else to do save to study, and  
were to be assisted in his studies by a Govern-  
ment whose object it is to produce Cadets with  
a knowledge of Cantonese, even at the cost of  
sending them to Canton to learn that dialect.

## THE NILE OF 1903.

## REVIVAL OF THE OLDEST CIVILISATION.

"What will the Nile Valley appear like 70  
years hence?" is a question which Sir Will  
Wilcocks, K.C.M.G., late Director-General of  
Reservoirs, Egypt, has set himself to answer.

Fifty years hence, says Sir William, the sums  
spent on irrigation works will have brought in  
returns greatly in excess of the expenditure  
laid out on them.

There will be communication by steam along  
the whole length of the Nile Valley, and by  
steamboat and by rail it will be possible to  
proceed from Alexandria and Port Said to  
Mombassa.

The Nile itself will be greatly altered. Its  
waters, which to-day are lost in the greatest  
and most terrible marshes the world has ever  
seen, will traverse mighty weirs and dams.

At the Ripon Falls, where the Nile leaves  
the Victoria Nyanza, there will be a huge dam  
nearly a quarter of a mile long, while all around  
will be electric stations and factories.

Fifty years hence Khartoum will be an im-  
portant city—the terminus of three railways  
and a line of steamers.

Indeed, if Sir William Wilcocks' forecast  
turns out to be true the Sudan will be a  
country overflowing with milk and honey. Be-  
tween Dongola and Assouan the date-palm will  
have much increased. Date cultivation will  
have proved to be so profitable that improved  
varieties of dates will have been introduced,  
and, among them, varieties to equal the popular  
golden dates of Algeria.

There will be a Ministry of Agriculture,  
which will follow in the steps of the Agricultural  
Ministry of the United States.

Through this, Ministry the prohibition of  
tobacco cultivation will have been removed  
from the Statute-Book, and the Sudan will be  
one of the recognised producers of high-grade  
tobacco.

Experimental farms and agricultural banks  
will be introduced; floods will be prevented by  
weirs across the Atbara.

The land will be as crowded in winter as  
Switzerland in summer. Ostriches will be  
reared by the thousand, and all down the valley  
from Assouat to Cairo will be cotton and sugar  
mills.

Cairo itself will be a well-built city with all  
the architectural resources of modern civilisation  
except a Bankruptcy Court.

## £100 FINE FOR SMUGGLING.

A Customs officer, while on duty in Sydney  
last month, noticed Ah Say, a sailor, belonging  
to the steamship *Australian* go ashore from the  
vessel, which was then in dock. To the officer's  
eye, Ah Say's outlines looked suspicious, and  
he stopped and searched him, with the result  
that he found four tins of opium concealed in  
his trousers. At the Police Court Ah Say  
pleaded guilty to a charge of smuggling. The  
prosecutor asked the magistrate to inflict a  
heavy fine as a deterrent. He said this offence  
of smuggling opium was becoming very  
frequent, and was a great injustice to honest  
importers of the article. There were at the  
present moment three of the crew of that vessel  
in prison for offences of the kind. The magis-  
trate imposed a fine of £100, in default three  
months' gaol.

## THE PLAGUE.

Four additional cases of plague were reported  
during the twenty four hours ended at noon  
to-day. They were all Chinese and ended  
fatally. The number of cases since the be-  
ginning of the year is 1,332.

## SHIPPING AND MAILS.

## MAILS DUE.

American (*America Maru*) to-morrow.  
French (*Yarra*) 14th inst.  
Indian (*Kumsang*) 14th inst.  
American (*Korea*) 16th inst.  
Canadian (*Athenian*) 20th inst.  
Australian (*Tinian*) 21st inst.  
Canadian (*Empress of China*) 27th inst.

The E. & N. s.s. *Empire* left Sydney on 8th  
inst., for this port via Queensland Ports.

The C. & M. Co's s.s. *Rubi* left Manila  
a.m., 11th inst., and is due here Monday noon.

The Shire Line s.s. *Merionethshire*



## TELEGRAMS.

(Reuter's.)

## Natal and Chinese Labour.

LONDON, 9th July.

The Natal Legislative Council has rejected a motion condemning the importation of Chinese labour.

## President Loubet in England.

President Loubet dined with Lord Lansdowne and afterwards attended a State ball at Buckingham Palace, the first since the King's accession; two thousand guests were present.

President Loubet has left England.

## The Continental Sugar Manufacturers.

At a conference at Brussels of the sugar manufacturers of Russia, Austria, Hungary, Germany, France, Belgium and Holland, it was resolved to restrict the export to Great Britain with the object of maintaining the price in Europe and raising the English prices by one or two francs.

LATER.

## The Pope's Illness.

The Pope really appears to be rallying; yesterday he conferred for a long time with Cardinal Rampolla dealing with important affairs with perfect lucidity.

## The United States Squadron at Portsmouth.

The United States Squadron, lately at Kiel, is now making a long stay at Portsmouth where they are greatly fêted.

## Honley-Regatta.

The Berlin Rowing Club won the silver goblets at Honley, the first time a foreign crew has won.

## HONGKONG WEATHER.

From an extract of meteorological observations, made at the Hongkong Observatory we learn that during the month of June 25.230 inches of rain were recorded the heaviest downpour being on Sunday, 28th ult., when 8.305 inches fell, which, taken in conjunction with the previous day's rainfall (6.045 ins.) is a very fair sample of wet weather. There were 151.6 hours of sunshine recorded during the month, the maximum temperature averaging 86.4°, the mean, 82.0°, and the minimum, 78.5°. The 12th ult. was the hottest day, the maximum temperature being 90.5°, mean 84.4°, and minimum 81.4°.

## CANTON LAND CO., LIMITED.

The following is the report for presentation to the shareholders at the fifth ordinary general meeting to be held at the office of the general managers on Saturday, 18th inst., at 11 o'clock a.m.

Annexed we have the pleasure to submit to shareholders a statement of the Company's accounts made up to 30th June, 1903. The balance at credit of profit and loss account including \$470.47 brought forward from last year's account is \$7,423.12 which it is proposed to appropriate as follows:

To place to Reserve Fund ..... \$2,000.00  
To carry forward to new account. 423.12  
Consulting Committee.—Messrs. Chau Tung Shing, Poon Man Hing, Fung Wa Chun and R. Shewan offer themselves for re-election.  
Auditor.—The accounts have been audited by Mr. W. Hutton Potts.

## SHEWAN, TOMES &amp; CO.,

General Managers.

Hongkong, 9th July, 1903.

Statement of Accounts for the year ending 30th June, 1903.

## PROFIT AND LOSS.

Auditor's fee ..... \$ 25.00  
Head Office General Charges ..... 162.25  
Canton General Charges ..... 133.00  
Exchange ..... 39.20  
Rates and Taxes ..... 159.77  
Balance ..... 2,423.12

Balance from last Account... \$ 470.47  
Total rents ..... \$4,609.59  
Less Uncollected rents,  
Commission &c. .... 2,268.80

Interest ..... 131.08

## BALANCE SHEET.

## Liabilities.

Capital 1,000 Shares ..... \$66,000.00  
Less 340 Shares unissued... ..  
660 Shares fully paid up at \$100 ..... \$66,000.00  
Reserve Fund ..... 5,000.00  
Yan Wo Chan, deposited as security for rent ..... 348.18  
Sundry Creditors ..... 1,309.28  
Balance of Profit and Loss account... 2,423.12

Assets.

Cost of Property in Canton. .... \$66,438.00  
Sundry Debtors ..... 668.27  
Hongkong and Shanghai Banking Corporation ..... 8,079.08  
Cash in hand ..... 95.23

\$75,280.58

I have compared the above statements with the books and vouchers of the Company, and found the same in accordance therewith.

W. HUTTON POTTS,

Auditor.

Hongkong, 9th July, 1903.

ASK for ASAHI JAPANESE BEER—G. Giraull.

## THE FAMINE IN KWANGSI.

The Hon. Gershom Stewart, hon. secretary of the Kwangsi Famine Fund, has received the following communication from the Rev. Goff:—

NANNING, Kwang Sai, June 29th, 1903.

Dear Mr. Stewart.—In company with Rev. Norman Mackenzie I left Kwai Un on June 9th en route for Nanning. We sailed on a house boat belonging to the French Consul of Lungchow kindly lent to us for the purpose. The rice amounting to 244,068 catties was carried in seven cargo boats.

It had been our expectation before coming to Kwai Un to load rice in 10,000-catty boats, but the necessary number of vessels for this purpose was not available.

I may also say that the special trackers, promised (I understood) to Mr. Clement, were not provided at any point through out the whole route, neither had Mr. Fletcher heard anything of this matter. The Magistrate sent twenty soldiers to escort us to Wangchau, and they were distributed among the seven rice boats. A start was made at 2.45 p.m. on the 9th June. A few minor accidents resulting in the loss of considerable time delayed us at various points on the way.

We reached Wangchau on Wednesday, June 17th, at 6.0 a.m. and from there sent you a message "Arrived Wangchau. No special trackers provided as promised. P.O. less slow." Goff. (Approximately the wire was such. I did not take a duplicate). Also at this place we received a wire from Mr. Hinkey, at Wing Shun "Awaiting you here.—Hinkey." To this we replied: "Received your telegram. Hope arrive Wing Shun twenty-first."

We sent our cards to the Yamen but learnt that the magistrate had already left for Nam Heung.

The Kwai Un magistrate's soldiers were left here, according to understanding, and we proceeded without escort but not minus peace of mind.

We arrived at Nam Heung on Thursday, June 18th, at noon. Four soldiers presented themselves to say that the Wangchau magistrate had left for a village some distance away and had sent them to act as escort to Wing Shun. On inquiry, found that magistrate had not supplied them with sufficient rice for journey, and regarding as ridiculous an escort of four soldiers for eight boats, declined the escort and gave soldiers our cards to produce as proofs that they had communicated the magistrate's message to us.

We arrived at Wing Shun, Sunday, June 21st, at 9.45 a.m., and here we were very pleased to meet Mr. Hinkey. He informed us that Mr. Worsnip had already left for Wuchow, and he also conveyed the information that for some weeks the gentry of this place had been distributing rice gruel every day to about 1,000 people, including men and women, and that the portions given out the previous day had been very small and he therefore thought they had reached nearly the end of their resources. In company with him we visited the distributing centre and were glad to notice that the general condition of the people was much better than in Kwai Páng.

We had a conference with the gentry. They were heartily in sympathy with our suggestions to distribute unboiled rice instead of gruel, and to do so every third day in minimum portions of 12 oz. (Chinese), and giving two or more times this quantity according to the pressing nature of the individual's need. In conference with Mr. Hinkey we decided to leave 50,000 catties here on behalf of United States Consul. Later in the day we had an interview with the magistrate, at which several of the gentry also were present. They seemed to be in hearty sympathy with our object and promised an escort of soldiers up to Nanning.

In consultation with Mr. Hinkey it was thought advisable that either Mr. Mackenzie or self remain to assist Mr. Hinkey who had not yet any experience in the distribution of famine relief. Accordingly it was decided that Mr. Mackenzie remain for the present. In order to obviate any delay, 1,150 catties of rice were immediately transferred from one boat to the most heavily laden junk, making her total cargo 50,035 catties, and she was left at Wing Shun, the remaining six rice boats leaving the following morning at daybreak en route for Nanning. At Wing Shun Mr. Hinkey kindly lent me his colporteur, who is familiar with the district, for the journey to Nanning.

I found him most useful. Reached Lung Li same evening at 5.45. With colporteur walked through the destroyed village to the one behind; now recognized (I understand) by name of Ling Li.

All the elders were away at market. Spoke to several people. They assured us they had sufficient rice to last till harvest, due in a month. Colporteur and self both felt that the people were much afraid we "had come to take away their country," so did not wish any connection with us.

Requested one household and other people whom we met to inform the elders of our arrival on their return this evening and ask them to come to boat to see me. Afterwards had conversation with some people living in temporary premises on bank of river and found that there were several needy cases amongst them.

Elders did not come during the evening. Next morning as time was most precious and I wished to hurry on, I asked all the needy people to come down for rice at daylight. Comparatively few responded whilst many sat higher up on bank of river watching operations, but seemed quite indifferent to receiving rice. Gave out 600 catties, presenting each person with 10 catties, then left. I could not feel justified in consigning rice for free distribution to irresponsible people.

Arrived at Cheung T'ong same day at 12.30 p.m., first rice boat mooring at 3 p.m. (Rice

boats progressed much more slowly than boat on which I was travelling).

With colporteur went to visit leading gentlemen of the place, but with the exception of two, Messrs. Man and Sin, they were all away on public business, and would not be back for two or three days. Had conversation with these gentlemen who referred to Mr. Clement's visit and seemed disappointed to hear he was not with me. They informed me that Cheung T'ong itself was no longer needy, as the first rice was now matured and was being consumed, but in the villages near by, inland from the river bank, the rice was not quite ready. They requested 10,000 catties only, and assured me that would be sufficient.

I suggested to them as they had convenient centre, that they adopt the practice at Kwai Páng of distributing every three days and giving unboiled rice. Twelve oz. (Chinese) to be the minimum portion and up to three catties according to need.

They promised to adopt this suggestion and to send me regularly a report of the work done. They expressed themselves as quite clear on three details over which I feared there might be misunderstanding, viz:—

- The rice was for free distribution only, not for cheap sale.
- It is to be distributed unboiled.
- That the responsibility for, and expense of carrying up from, boat is their business.

Unloaded 10,000 catties and set sail at 5 p.m. Arrived near village called Cham Pan Hui at 6 p.m., on opposite side of river from Cheung T'ong. The people called to ask for help. Went into the place and found it in a very dilapidated condition. The people were evidently in need. Some other villages were distant two and three miles. Persuaded them to send messengers and inform them that rice was here, for the needy only. Next morning Thursday, June 25th, at 6 a.m. distributed rice to people from this village, on river bank, 2,200 catties, giving to each person about 15 catties. Elders' names Leung and Ngan.

Gave to old gentleman from small place across the way consisting of twenty souls, 200 catties for distribution. Village called Ha Ho, elder's name Leung Man Chung. Afterwards people from villages in Chan Pan T'ui, sent to last evening, arrived, on river bank. They numbered 45, but leading man gave me detailed lists of over one hundred people. Did not feel justified in giving out rice recklessly, so handed to them for distribution, 800 catties. Elders' names Ngan Shi Shing, and Chan Yung Chai. Left this place at 8.30 a.m. and two hours later we neared a sandy beach on right hand river bank, saw a number of people assembled. They informed us they were from a village called Ngan Wan, elders' names, I think, and T'ang. Caused people to sit down in order. They numbered about 100. Distributed to each one in measures holding thirteen catties, and gave in all 1,300 catties.

Reached Po Min at 2.0 p.m. With colporteur went to Shin T'ong and saw five of the leading members and most influential people of the town. They said that matters were very bad, that 1,500 people had been daily receiving rice gruel during the two months they had been distributing, but that the people who were really in need of rice were very many more. Harvest was not due for twenty days at least. They promised to see to distribution in the different villages on their side of the river, but told me plainly they could not undertake any place on the north bank. Decided to give them 40,000 catties. At the Shin T'ong also had conversation with gentlemen from villages on North side of river. Gave 6,000 catties to San Ch'ui (large place), 1,800 to Kam Ting, No San and No Táp (very small places) and 200 catties to Tam Hung. Finished weighing by dark.

Names of Po Mui Shin T'ong gentlemen whom I saw are:—

Ngan Pui Ts'um (Headman). Ch'ing Yuk Tin. Ts'um Wai Ch'ing. Pan Ka Sui. U Ka Kon. Also independent gentleman present at conference, named Ts'um Ka Kit. They understood clearly that rice was for free distribution.

ii. That portage from rice boats was their business.

iii. That no deserving person was to be refused help irrespective of what his native village might be.

Names of elders at San Ch'ui. Yeung Chiu Ting, Yeung Ming Nga, and Suk Pit Kwong. Names of elders from Kam Ting, No San and No Táp, were, Chan Ping Shing, and Kam I Pan. Surname of elder at Tam Hung Li.—Left Po Mui at dawn on Friday, June 26th. At 8.30 a.m. old gentleman came in boat with six others from village on North bank, named Sheung Chau to crave help. Population now one hundred old. A few people had food. Crops had been destroyed by robbers and some people killed. A few had died of starvation. Gave them 800 catties. Elder's name So Shing Fan.

Reached Leung Hing at 12.30 p.m. Visited men of the municipality with colporteur. They said there were several poor and needy people in their village, and that in the vicinity the villages were exceedingly needy. Offered to go at once to some of them to see. No one was willing to accompany me to point out the way. Took this as an indication they were rather afraid. I would find the places not so needy as they had represented.

Found that the village of Leung Hing itself was in very fair condition. Business seemed good, the shops were well stocked, the people healthy and strong in appearance. On way back told the very necessitous to come down to boat. A company was soon gathered together and to them distributed 400 catties and set sail for Nanning at 3.30 p.m.

Reached Nanning at 7 a.m., Saturday, June 27th. Sent a wire to you "Arrived Nanning. Dropped 10,000 catties Cheung T'ong, 40,000

Po Min, 10,000 at small places on way in all.—Goff. (Wire was approximately so, did not take duplicate). Called upon the Un Magistrate who did not appear much interested in the object for which I had come. Said the conditions here were not so bad and the villages could not be reached even by soldiers on account of robbers. Requested him to lend me a horse and a few soldiers and I would visit villages and investigate. He promised to see the Po Mui about this matter as he could not say anything before doing so. Neither could he promise me a place for the storage of rice before consulting him. Would let me have an answer next day.

On Sunday, June 28th, a deputation of four gentlemen called upon me. Three were from Cheung T'ong and came to express thanks for the rice given out there; the fourth man was from Ling Li and came to beg for rice from that place and district. He was not present when I called and explained that the seeming indifference of the people was caused by fear. They have been completely cowed lately in consequence of the raids of robbers and the eventual burning of their village, and they dared not enter into any transaction with me for fear of consequences, although their circumstances were worse than those existing elsewhere. Even rice bowls, many of the people did not possess. He assured me that there were at least in the thirty villages of that district about 900 people without food, and without the hope of any, for three months as the first crop had not been planted owing to the lack of rice. Gave him 20,000 catties. This elder's name was Chung Sing, and the names of other elders in the place were Luk Ts'oi Chau, Cheung Yeung Shin, Liu Man Fo, Luk Kin Hau and T'oi Sheung Po.

Later in the day a gentleman named Liu Lung Kwong came from Lo Lin, to ask for rice for that district. Mr. Hinkey had told me that this place was in great distress. It is five miles inland from Leung Hing, and had the people there shown greater willingness to help in relieving distress I would possibly have left rice for this place and district there. Mr. Hinkey had mentioned to me a gentleman named U Fu Ai, a native of Lo Lin, an honest and responsible man. This gentleman called upon me yesterday, but as I had not then seen the magistrate felt I could not on the instant promise him anything and requested him to wait till evening for an answer. This gentleman named above, came in his stead to-day, as Mr. U could not remain longer in Nanning. In No Lin district there are 30 villages with a population of 3,000, all of whom are needy. Rice is due in about a month. Gave him 10,000 catties.

During the day the Un and the Wai magistrates came to see me. The latter had conducted Mr. Clement from Kwai Un to this place on the occasion of his visit two months ago. The Un informed me that the Po Mui was very pleased I had come to distribute rice and wished to extend his sincere thanks to the Hongkong Committee, for their generous contribution of rice. The Wai Un seemed to be well informed of the state of affairs here, and told me that had it not been for the promise of rice made by Mr. Clement the distribution of gruel would have ceased at the end of the fourth Chinese month, but in consequence of that promise the Kwang Sai Shen T'ong had continued to give during the fifth month, and the Kwang Tung Shin T'ong was now distributing for this, the intercalary fifth month. The people were in expectation of this "English" rice and would be disappointed if they did not now receive it. Ten days he thought would be sufficiently long for distribution in the city itself.

The officials seemed greatly opposed to my going into the country to investigate at present, offering as their reason, the bad condition of the roads and the presence of robbers.

They promised to send member of the gentry class into the more distant villages to inquire and make full lists as to the numbers of the destitute.

I hope to see the gentry to-morrow and to arrange a system for the distribution of unboiled rice to the people of Nanning and immediate neighbourhood. I hope to arrange it on the Kwai Páng system. This distribution will be for the people living within walking distance of the distributing centre. The investigations of the gentry above referred to are limited to the places beyond easy walking distances.

I enclose a rough draft showing amount of rice still in hand to credit the Hongkong Committee.

Trusting you will find everything in order, I believe me, Your obedient servant,

CHARLES A. COFF.

The Hon. Gershom Stewart, Hongkong.

Reliefs of rice on account of the Hongkong Famine Relief Committee, Kwai Un to Nanning, to date June 28th, 1903.

Date	Ship	Catties
June 21	Wing Shun lent U.S. Consulate	50,035
22	Shipwrecked Crew	600
23	Ling Li odd persons	600
	Cheung T'ong	10,000
	Cheung T'ong odd person	3
24	Cham Pan Hui	2,200
	Na Ho	200
	Cham Pan T'ui	800
	Cham Pan T'ui odd persons	800
	Shout of rice through delays caused by rice junks	50
	Own crew	50
	Ngau Wan	1,550
June 25	Po Mui	40,000
	San Ch'ui	6,000
	Kam Ting, etc.	1,800
	Tam Hung	200
26	Sheung Chau	800
	Leung Hing	400
28	Ling Li	20,000
		134,758

Total shipment from Kwai Un ..... 244,668  
Distribution to date June 28th, 1903 134,758

Still in hand..... 109,910  
N.B.—10,000 catties promised No Lin not yet deducted, as it has not been discharged up to present. Will appear on next account.

ASK for ASAHI JAPANESE BEER—G. Giraull.

## COMMERCIAL.

## WEEKLY SHARE REPORT.

In their report dated the 10th inst., Messrs. Benjamin, Kelly and Potts write:—  
Business has continued dull owing more or less to the unsettled state of exchange, and there is little change in the position generally. Banks.—Hongkong and Shanghai Banks continue to rule firm with buyers at \$680. The London quotation has risen to £63 10. Nationals have improved and can be placed at \$28.

Marine Insurances.—Unions are quite at \$500. China Traders have improved and are inquired for at \$52 after sales at the rate. Yangtszes have also advanced and sales at \$135 have been effected. Cantons have been done and more shares are wanted at \$177. North China are quoted in Shanghai at Tls. 230.

Fire Insurance.—Hongkong Fires have buyers at \$325 and China Fires remain steady at \$85.

Shipping.—Hongkong, Canton and Macao Steamboats have improved and are in demand at \$384. Indo-Chinas are a shade firmer and have been negotiated at \$103 cum dividend, closing in strong request at \$97 ex the dividend of 10/- paid on the 7th instant. China and Manilas and Douglas Steamships are without change. Star-Ferries continue in request at \$27 for the old and \$17 for the new issue. Shell Transports have again changed hands at £1 2/6. Shanghai Tugs have advanced to Tls. 350 at which rate there are buyers. Cargo Boats have been fixed at Tls. 177 1/2.

Refineries.—China Sugars are in demand at \$100. Luzons are quiet at quotation.

Mining.—Panjoms are wanted at \$2, and Raubs at \$31. Jebeus keep offering at \$12. Chinese Engineerings have been sold at Tls. 6.60 in Shanghai.

Docks, Wharves, and Godowns.—Hongkong and Whampoa Docks remain firm with sales at \$215. Farnhams have suffered a further fall in value but close in demand at Tls. 172 1/2 cum dividend. Kowloon Wharfs have been disposed of at \$87. Hongkew Wharfs are in the market at Tls. 282 1/2.

Lands, Hotels and Buildings.—Hongkong Lands have reacted to \$160, at which rate shares are wanted. Shanghai Lands have been booked at Tls. 110. Hongkong Hotels have ceased off and can probably be obtained at \$152. Further sales are reported in Shanghai of Astor House Hotels at \$31. There is no change in Humphreys' Estate or China Providents.

Cotton Mills.—Hongkong Cottons are in demand at \$14, but there are no shares to be had except at an advance.

Cigar Companies.—Sumatras have again changed hands at Tls. 50.

Miscellaneous.—Green Island Cements are steady at \$24. A. S. Watsons have found investors at \$143. Electrics have been done at \$123 and \$74 for the old and new shares ex the dividend of 90 and 45 cents respectively, payable to-morrow. Geo. Fenwicks have been sold at \$47. Ices are in request at \$245. Langkats have receded to Tls. 300 at which rate shares are inquired for.

## FREIGHT.

The settlements since the 3rd inst. have been small in number, being confined to only six steamers, three of which are British and a like number of foreign vessels, viz., one Swedish of 698 tons and two German of 1,003 and 1,033 tons, respectively. Japan coal freights have been settled on the basis of \$1.20 per ton Moji to Hongkong, and \$3.50 per ton Karatsu to Manila. Hongkong to Swatow \$1.90 per ton has been obtained. 22 cents per picul is the rate obtained for Newchwang to Canton; while Southern settlements have been as follows:—Saigon to Manila, 25 cents per picul, and Saigon to 1 port Philippines, 25 cents; if to two ports 28 cents per picul.

## TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	1/8
" Bank Bills, on demand	1/8 5/16
" Credits, 4 months' sight	1/8 1/2
" D'ments 4 months' sight	1/8 1/2
ON BERLIN, (demand)	M. 1/2 1/4
ON PARIS, Bank Bills, on demand	2 1/2
" Credits, 4 months' sight	2 1/6
ON NEW YORK, Bank Bills, on demand	4 1/4
" Credits, 30 days' sight	4 1/2
ON BOMBAY, Telegraphic Transfer	126 1/2
" On demand	126 1/2
ON SHANGHAI, Telegraphic Transfer	7 1/4
" Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	82 1/2
Sovereigns, Bank's Buying Rate	\$11 96
Gold Leaf 100 touch, per tael	62.10
Silver	24 7/16

## OPIMUM QUOTATIONS.

To-day's quotations are as follows:—  
MALWA NEW.....@ No Sales  
" LAST YEAR.....@ 1,050/1,080  
" OLDEST.....@ 1,090/1,140  
PATNA NEW.....@ 1,085  
" OLD.....@ 1,090  
BENARES NEW.....@ 1,085  
" OLD.....@ 1,090  
PERSIAN (PAPER).....@ 720/800

## To-day's

## Advertisements.

A GRAND PROMENADE CONCERT will be held on the VOLUNTEER PARADE GROUND TO-NIGHT (SATURDAY), the 11th July, 1903, commencing at 9 P.M.

ADMISSION:—Reserved Seats, 2/- and 1/-; Sailors, Soldiers and Volunteers in Uniform 50 cents. A. CHAPMAN, Major, Acting Commandant.

Hongkong, 11th July, 1903. [8120]

ASK for ASAHI JAPANESE BEER—G. Giraull.

## To-day's Advertisements.

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 20th day of July, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Shek Tong Tsui, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Contents in Square feet.	Annual Rent.	Upset Price.
1	101	Shek Tong Tsui, in the Colony of Hongkong.	101	101	101	101

Hongkong, 11th July, 1903. [8332]

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## Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DIOMED"	On 16th July.
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.

S.S. "DIOMED" left Singapore 11th inst. a.m. and is due here 16th inst.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
*LIVERPOOL	"PROMETHEUS"	On 22nd July.
MARSEILLES, L'DON & A'WERP.	"PELEUS"	On 29th July.
MARSEILLES, L'DON & A'WERP.	"STENTOR"	On 13th August.
MARSEILLES, L'DON & A'WERP.	"TYDEUS"	On 18th August.
*LIVERPOOL	"DIOMED"	On 20th August.
MARSEILLES, L'DON & A'WERP.	"NESTOR"	On 1st September.
MARSEILLES, L'DON & A'WERP.	"MOYUNE"	On 15th September.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"NINGCHOW"	On 10th August.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 11th July, 1903.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CHINKIANG	"TIENTSIN"	13th July.
MANILA	"SUNGKIANG"	15th "
SHANGHAI	"WHAMPOA"	16th "
AMOI, SAMARANG and SOERABAYA.	"SHANTUNG"	17th "
KOBE	"TSINAN"	25th "
CEBU and ILOILO.	"KAIPOK"	27th "
MANILA	"TAIYUAN"	27th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Kates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES; SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 11th July, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-  
date arrangements for comfort of Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 18th July, at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 25th July, at 10 A.M.
PERLA	1980	J. McGinty	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 11th July, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF  
JAPAN, MOJI, KOBE AND YOKOHAMA.

## PORTLAND, OREGON;

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	R. P. Craven	July 14, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14, "
"INDRASAMHA"	5,197	W. E. Craven	Sept. 13, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOCHOW	"ANPING MARU"	J. Goto	SUNDAY, 12th July.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 12th July.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 15th July.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 19th July.

\* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried. All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 5, Des Vaux Road Central.

Hongkong, 10th July, 1903.

T. ARIMA, Manager.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## HONGKONG-MANILA.

REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivaled Table. Duly qualified Surgeon carried. BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 8th July, 1903.

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw

Steamer "KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,  
No. 8, Queen's Road West.  
Hongkong, 30th May, 1903.

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above Ports on TUESDAY, the 14th instant, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,  
Agents.

Hongkong, 7th July, 1903.

## "GLEN" LINE OF STEAMSHIPS.

THE Steamship

"GLEGARRY,"

Captain Willy, will be despatched as above on TUESDAY, the 14th July.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,  
Agents.

Hongkong, 25th June, 1903.

THE AMERICAN ASIATIC STEAM-  
SHIP COMPANY.

STEAMSHIP SERVICE FOR NEW

YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"VERONA,"

Captain H. N. Spiesen, will be despatched as above on or about SATURDAY, the 25th July.

For Freight, &amp;c., apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 6th July, 1903.

## TOYO KISEN KAISHA

## MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROHILLA MARU

E. P. Bishop

3,869

FRIDAY, 17th July, at 11 A.M.

ROSETTA MARU

N. Tate

3,876

THURSDAY, 23rd July, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 11th July, 1903.

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"TRIESTE"

Captain Mecozzi, will be despatched as above on TUESDAY, the 21st July.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co.,  
Agents.

Hongkong, 30th June, 1903.

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"AUSTRALIAN"

Captain W. G. MacArthur, will be despatched for the above Ports on WEDNESDAY, the 29th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 1st July, 1903.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH.

DAILY Departure from Hongkong to Macao at 7.30 A.M., from Macao to Hongkong at 2 P.M., SUNDAY included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Steage, \$0.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &amp;c., apply to—

SAM WANG & CO., LD.,  
81, Queen's Road Central.

Hongkong, 22nd June, 1903.

## EXCURSION TO MACAO.

THE Fast and Commodious Steamship

"WING CHAI,"

will leave her wharf, opposite Central Market, EVERY SUNDAY (during the Summer Months) at 8.30 A.M., returning at 8 P.M. or later.

FARE.—Return Ticket including Tiffin and Dinner (either on Board or at Macao Hotel) \$5.

A Match of Sea Bathing is provided and Baking Clothes, &amp;c., provided at a reasonable rate.

SAM WANG &amp; CO., LD.

Hongkong, 30th June, 1903.

## KWONG WAN STEAMBOAT COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"PAK KONG,"

Captain W. Moore Mason.

Departures from HONGKONG MACAO, Daily, at 7 A.M. SUNDAY included.

Departures from MACAO to HONGKONG, Daily, about 2 P.M. SUNDAY included.

Special Trip every Sunday leaving Hongkong at 8 A.M. Macao 5.30 P.M.

This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:

1st Class, (Single) .....\$1.00

2nd " " " " ..... .50

3rd " " " " ..... .20

Meals on Board ..... 1.00

Further Particulars may be obtained at the Office of the

KWONG WAN STEAMBOAT CO.

Hongkong, 3rd July, 1903.

## REGULAR STEAMSHIP SERVICE

TO NEW YORK.

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PACIFIC PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

About

15th July.

To follow.

"MACDUFF"

"SAINT BEDE"

"ORO"

"MOGUL"

"SATSUMA"

For Freight and further information, apply to

DODWELL & Co., LIMITED,  
Agents.

Hongkong, 2nd July, 1903.

## REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

Captain.

Tons.

Sailing Date.

ROHILLA MARU

E. P. Bishop

3,869

FRIDAY, 17th July, at 11 A.M.

ROSETTA MARU

N. Tate

3,876

THURSDAY, 23rd July, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 11th July, 1903.

NAVIGAZIONE GENERALE ITALIANA,  
(Ritiro e Rubattino United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND

PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGRAND, and GENOA.

ALSO

VENICE AND TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA,"

Captain Magazzini, will be despatched as above on TUESDAY, the 14th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,  
Agents.

Hongkong, 8th July, 1903.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARRA,"

Captain Seller, will be despatched for the above Ports, on or about TUESDAY, the 14th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,  
Agent.

Hongkong, 7th July, 1903.

## "BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENLEDI,"

Captain D. Clark, will be despatched as above on or about THURSDAY, the 30th instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 10th July, 1903.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

## FOR SWATOW.

THE Company's Steamship

"HAICHING,"

Captain Passmore, will be despatched for the above Port, TO-MORROW, the 12th instant, at 9 A.M.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co.,  
General Managers.EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

## FOR KOBE.

THE Steamship

"AUSTRALIAN,"

Captain McArthur, will be despatched as above on SUNDAY, the 12th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong



## Shipping.

Arrivals.	From	Agents	Due
Glenesk, Br. s.s., 2,274, Rafferty, 10th July, Amoy 9th July, Gen.—McG. B. & Co.			
Phra Chula Chom Klao, Ger. s.s., 1,568, Bohn, 10th July, Bangkok via Koh-si-chang 4th July, Rice.—B. & S.			
Sabine Rickmers, Br. s.s., 690, Nasbet, 10th July, Singapore 4th July, Oil.—A. F. & Co.			
Sungkiang, Br. s.s., 1,021, Outerbridge, 11th July, Manila 6th July, Gen.—B. & S.			
Hailan, Fr. s.s., 377, Andersen, 11th July, Pakhoi and Hoihow 10th July, Gen.—A. R. M.			
Pekin, Br. s.s., 3,957, Longden, R.N.R., 11th July, Moji 6th July, Gen. and Coal.—P. & O. S. N. Co.			
Hermann Lerch, Russian s.s., 2,415, Lelstrom, 11th July, Moji 4th July, Gen.—B. & Co.			
Lyeemoo, Ger. s.s., 1,238, Lehmann, 11th July, Canton 10th July, Gen.—S. & Co.			
Chiyu Maru, Jap. s.s., 1,082, Kitaka, 11th July, Canton 10th July, Gen.—Kwong Man Wo.			
Tientsin, Br. s.s., 1,227, Gibbs, 11th July, Canton 10th July, Gen.—B. & S.			
Taicheng, Ger. s.s., 828, Wiebking, 11th July, Haiphong and Hoihow 10th July, Gen.—A. K. M.			

## Departures.

Hunan, for Cebu.

Calina, American gunboat, for Manila.

Coptic, for San Francisco.

Bingo Maru, for Singapore.

Zafiro, for Manila.

Loongang, for Manila.

Nail McLeod, for Hongkong.

Mongkut, for Swatow.

Haimun, for Co. St. Ports.

Rosetta Maru, for Manila.

Kasuga Ma, for Japan.

Amara, for Singapore.

Ulbrann, for Moji.

Kutikang, for Shanghai.

Kiba, for Kobe.

Machao, for Nagasaki.

Glenyell, for Shanghai.

Luchs, German gunboat, for Hoihow.

Alcidis, Br. ship, for Surabaya.

## Passengers arrived.

Per *Sungkiang*, from Manila—Messrs. Sig-hott, M. Kato, C. Dalle, C. Yamamoto, Miss A. Samsan, Messrs. Dolan, C. Talar, W. F. Davis, F. D. Smith, C. M. Strieter, Miss Thomson, Mr. and Mrs. Glover, Miss S. Goldstein, Dr. C. Wallace, Dr. F. Dubois, Dr. C. W. Hack, Mr. P. Rodriguez, Miss F. Wistake, Messrs. G. Nobutake, M. Tagawa, Mrs. Outerbridge, 12 Chinese and 9 Japanese.

## Passengers departed.

Per *Perla*, for Cebu—Messrs. David L. Falik, Ramon Palanca, L. Chew, Y. Siam and Y. S. Quet.

Per *Bingo Maru*, for London, &c.—Messrs. C. Endo, S. Nimoto, R. Tanaka, H. Erukawa, H. Mori, A. W. Binning, Mrs. Lam Tse, Messrs. C. Bell, W. E. MacMillan, W. H. Sean, Larmon, James, Ravens, S. Shiba, Antonio, Vazquez, H. Kato, T. Sakaki, B. Hoshino, I. Kubo, K. Asahi, T. Akari, M. Takayama, I. Matsuda, Raphael de Matoneros, H. Ami, Freeborn, Hoskins, White and J. E. Vandort.

Per *Zafiro*, for Manila—Mr. and Mrs. H. N. Cole, Miss Susan T. Gladwin, Messrs. Gilson Jones, Juan Palino, Roger, Mr. Donato Andrad, Mr. and Mrs. R. P. Rogers, Misses Bella Spier, Bertha Spier, Capt. Thos. P. Dorris, Messrs. E. H. Cole, J. B. Early, S. Goc, S. J. Chang, C. Beng, O. Branger, K. King, S. Kim, S. Dem, S. Stuart, S. Tim, H. D. Bassett, G. Tie, T. Jee, L. Tye, O. S. May, Manuel Gadea, S. Saco, Q. Jut, K. Jewel, T. B. Char, C. C. O. Miguel, Juan, Fausto Anagao, Victor Morada, Feodan Pablo, Perfecto Delgad, Juan Gomes, Venancio Raquel, Basilio Puenarosa and Reimundo Boniaci.

Per *Rosetta Maru*, for Manila—Mr. and Mrs. W. W. Marquardt, Messrs. S. W. Childs, Thomas, McMillan, Wong Ah Yung, Tang Moh, Tong Yeeo, Matagoro Kaneko, Kikuzo Kaneko, Ichichi Kaneko, K. Y. Shimada, Misses Mitsuru Murakami, Asano Yamamoto and Mr. G. Yamamoto.

Per *Coptic*, for Amoy—Mrs. Nancise, for Shanghai—Misses E. J. Taylor, Spring-thorne, Mrs. A. R. Souz and servant, Miss V. Thomas, and Mrs. Landsman. For Nagasaki—Mrs. S. A. Mitchell, Mr. D. K. Mitchell, Lieut. J. R. Shook, and Capt. D. Keate. For K. be—Mr. and Mrs. A. M. Souza. For San Francisco—Messrs. F. A. Linglor, C. Patrick, Rev. John C. Macknight, Mr. and Mrs. J. Mc Mullen, Capt. Jen Bugge, U.S.A., Messrs. M. Luery, L. Hopkins, Mr. and Mrs. J. G. Jory and infant, Mrs. Green, J. Beutinger, D. McKean, John McVlin, Charlie Beisquist, J. C. Barrett, Quan Lum, Quan Chan, Master Poon Lun, and Mr. J. J. Hardin.

## Shipping Reports.

Sir *Sungkiang* from Manila—Strong E. to N.E. winds, with high confused swell, heavy rain squalls.

Sir *Glenesk* from Amoy—Light to fresh breeze N.E., sea moderate, fine clear weather. Passed s.s. *Kirin* off Single Island.

Sir *Phra Chula Chom Klao* from Bangkok—Fine weather, moderate sea, last day heavy squalls, moderate rough sea (E.N.E.).

## Hongkong &amp; Whampoa Dock Returns.

Phra Nang ..... at Kowloon Dock.  
San Joaquin ..... " " " " " "  
Shantung ..... " " " " " "

Vessels	From	Agents	Due
America Maru, Shanghai, T. K. K., July 12			
Hiroshima Maru, Japan, N. Y. K., July 12			
Rubi, T. & Co., July 13			
Yarra, Saigon, M. M., July 14			
Kumsang, Singapore, J. M. & Co., July 14			
Yawata Maru, Japan, N. Y. K., July 14			
Awa Maru, Singapore, N. Y. K., July 15			
Alesia, Singapore, H. A. L., July 15			
M. Bac uchem, Singapore, P. M. & Co., July 15			
Korea, Japan, N. P. Co., July 16			
Hyades, Victoria, N. P. Co., July 16			
Athenian, Vancouver, C. P. R. Co., July 20			
Tsinan, P. Darwin, B. & S., July 21			
Emp. of China, Vancouver, C. P. R. Co., July 27			

## Vessels in Port.

## Steamers.

Ail acraig, Br. s.s., 2,166, Moody, 9th July, Kuchinotzu 4th July, Coal.—M. B. K.  
Amigo, Ger. s.s., 822, Hansen, 9th July, Haiphong and Hoihow 8th July, Cattle, Pigs and Gen.—J. & Co.  
Anping Maru, Jap. s.s., 1,053, Goto, 8th July, Fenchow 6th July, and Amoy 7th, Gen.—O. S. K.  
Arab, Br. s.s., Gow, 8th July, Moji 2nd July, Coal.—A. K. & Co.  
Australian, Br. s.s., 835, McArthur, 9th July, Sydney 16th June, and Manila 6th July, Gen.—G. L. & Co.  
Daijin Maru, Jap. s.s., 900, Ogata, 10th July, Tamsui via Amoy and Swatow 9th July, Gen.—O. S. K.  
Devawongse, Ger. s.s., 1,057, Kumpel, 1st July, Bangkok 25th June, Rice.—B. & S.  
Ellen Rickmers, Ger. s.s., 997, Henrichsen, 7th July, Moji 2nd July, Coals.—D. & Co., Ltd.  
Empress of Japan, Br. s.s., 3,003, Pybus, R.N.R., 7th July, Vancouver 15th June, and Shanghai 4th July, Mails and Gen.—C. P. R. Co.  
Glenartney, Br. s.s., 1,944, Stevenson, R.N.R., 2nd July, Swatow 1st July, Ballast.—McG. B. & Co.  
Haiching, Br. s.s., 1,267, Passmore, 10th July, Fenchow 7th July, Amoy 8th, and Swatow 9th, Gen.—D. L. & Co.  
Indravelli, Br. s.s., 1,152, Craven, 9th July, Portland, Or. 6th June, Flour.—P. & A. S. S. Co.  
Ischia, Ital. s.s., 2,784, Maganzini, 4th July, Bombay 17th June, and Singapore 28th, Gen.—C. & Co.  
Jeserie, Br. s.s., 3,113, Shotton, 8th July, New Zealand 9th June, Coal.—Mr. Dodman.  
Kaga Maru, Jap. s.s., 3,907, Anderson, 9th July, Moji 5th July, Gen.—N. Y. K.  
Kohsichang, Ger. s.s., 1,292, Spiesen, 9th July, Bangkok 2nd July, Rice and Woods.—B. & S.  
Kowloon, Ger. s.s., 1,487, Stehr, 10th July, Chinkiang 7th July, Rice, Wheat and Ground-nuts.—S. & Co.  
Lightning, Br. s.s., 2,122, Spence, 6th July, Calcutta 20th June, Penang and Singapore 30th, Gen.—D. S. & Co., Ltd.  
Marie Jensen, Ger. s.s., 1,771, Bendixen, 5th July, Samarang 25th June, Sugar.—Order.  
Marita, Fr. s.s., 1,821, Paoli, 3rd July, Ant-tishill; Te Deum, Russel; Benedictus, Turle; Hymns, 6th (St. Agnes); 4th and 2nd (2).  
Mausang, Br. s.s., 1,614, Welsh, 7th July, Sandakan 2nd July, Timber and Gen.—J. M. & Co.  
Nanshan, Br. s.s., 1,274, Stovell, 9th July, Surabaya 30th June, Sugar.—B. & Co.  
Oceania, Ger. s.s., 700, Yanke, 5th July, from Karolines, Copra.—S. & Co.  
Phranang, Ger. s.s., 1,021, Mangelsdorff, 5th July, Koh-si-chang 29th June, Rice.—M. & Co.  
Pompey, Am. s.s., 1,200, Range, 28th May, Manila, P.I. 25th May, Ballast.—U. S. Government.  
San Joaquin, Am. s.s., 237, Galdiez, 26th Apr., from Aparri, Ballast.—Order.  
Shantung, Ger. s.s., 1,000, Engelhart, 10th July, Langkat 1st July, and Singapore 4th, Kerosine.—Mr. McMillan.  
Sishan, Br. s.s., 845, Jones, 7th July, Saigon 3d July, Rice, Meat and Gen.—B. & Co.  
Sultan, Jap. s.s., 1,000, Dutch s.s., Rehmers, 7th July, Swatow 5th July, Kerosine.—M. & Co.  
Tailu, Fr. s.s., 1,063, Menzell, 20th June, Mauritius via Singapore 14th June, Gen.—E. A. T. Co.  
Tartar, Br. s.s., 2,768, Beetham, 6th July, Vancouver, R.C. via Ports 9th June, Gen.—C. P. R. Co.  
Telemachus, Br. s.s., 1,39, Williamson, 29th June, Saigon 25th June, Rice and Flour, &c.—Nam Wo & Co.  
Tetarios, Ger. s.s., 1,578, Desler, 30th June, Singapore and Hoihow 23rd June, Rice.—S. & Co.

## Sailing Vessels.

Boieldien, Fr. b.q., 1,442, Harong, 24th June, New York 15th Dec., Kerosine.—S. O. Co.  
Columbia, Am. wh., 772, Sprague, 27th Mar., B. & S.  
Connatable Richmond, Fr. b.q., 1,732, Rault, 5th June, New York 1st Dec., Kerosine.—S. O. Co.  
Dharwar, Swed. b.q., 1,270, Larsson, 11th Apr., Fremantle 13th Dec., Sandalwood.—J. M. & Co.  
Grosvenor, Br. b.q., 516, Boga, 14th June, Mauritius 16th Jan., Sugar.—A. & Co.  
Kentmere, Br. 4-masted b.q., 2,437, Burch, 27th Apr., Shanghai 20th Apr., Ballast.—S. O. Co.  
Pierre Anonine, Fr. b.q., 1,740, Retegnet, 1st Apr., New York 3rd Oct., Oil.—Order.  
Prince Albert, Norw. ship, 1,498, Hansen, 10th June, Fremantle 29th Apr., Sandalwood.—Gilmann & Co.

## Ships Passed The Canal.

Outward—2nd June—Horsley, *Bacquehem Marquid*, 9th June—*Banlawers*, *Sattuma*, *Khalif*, *Adana*, 12th June—*Sitka*, *Manaton*, *Indrami*, *Merionethshire*, *Dardanus*, 16th June—*Aleria*, 19th June—*Awa Maru*, *Breishkuel*, *Burton*, *Diomed*, *Braemar*, 24th June—*Banlawers*, *Baloches*, *Devonshire*, *Sachsen*, 4th July—*Malacca*, *Tonkin*, *Nestor*, 7th July—*Foxtonhall*, *Manchuria*, *Glenshiel*, *Calchas*, *Indrade*, *Vernont*.  
Homeward—26th June—*Candia*, *Bombay*, 1st July—*Kanagawa Maru*, 4th July—*Kamakura Maru*.  
Arrivals at Home—1st July—*Jason*, *Richmond Castle*, 3rd July—*Shanghai*, 4th July—*Zieten*, *Salazie*, 7th July—*Afridi*.

## Post Office.

## A Mail will close for:

Swatow, Amoy and Tamsui—Per *Daijin Maru*, 12th inst., 9 A.M.  
Canton—Per *Powan*, 12th inst., 9 A.M.  
Macao—Per *Wingchei*, 12th inst., 9 A.M.  
Nantao—Per *Taitai*, 12th inst., 9 A.M.  
Singapore—Per *Kinsan*, 12th inst., 9 A.M.  
Singapore, Colombo and Bombay—Per *Pekin*, 12th inst., 11 A.M.  
Macao—Per *Heungshan*, 12th inst., 12.15 P.M.  
Shanghai—Per *Lyemoo*, 12th inst., 3 P.M.  
Kumchuk and Samshui—Per *Tungkong*, 12th inst., 4 P.M.  
Chinkiang—Per *Tientsin*, 12th inst., 4 P.M.  
Macao—Per *Wingchei*, 12th inst., 5 P.M.  
Nantao—Per *Taitai*, 12th inst., 5 P.M.  
Canton—Per *Futshan*, 12th inst., 5 P.M.  
Sanbu—Per *Lee Wing*, 12th inst., 5 P.M.  
Chefoo and Newchwang—Per *Fronto*, 12th inst., 5 P.M.  
Singapore, Penang and Calcutta—Per *Lightning*, 14th inst., 11 A.M.  
Singapore, Penang and Bombay—Per *Ischia*, 14th inst., 11 A.M.  
Singapore, Colombo and Bombay—Per *Hiroshima Maru*, 14th inst., 11 A.M.  
Singapore, Sourabaya and Samarang—Per *Marie Jensen*, 14th inst., 2 P.M.  
Swatow, Chefoo, and Tientsin—Per *Fausang*, 14th inst., 3 P.M.

## To-morrow.

## Church Services.

St. John's Cathedral:—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.  
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5.30 p.m.  
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.  
St. Francis' Church, Wanchai:—Mass (Chin.) 6 a.m., (Port.) 7.30 a.m. Benediction, 5 p.m.  
St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.  
St. Anthony's Chapel, West Point:—Mass, 8 a.m.  
Wesleyan Methodist Church:—Services, 10.30 a.m., and 5.45 p.m.  
Union Church:—Services, 11 a.m., and 6 p.m.

## St. Peter's Seamen's Church.

Queen's Road West.  
Holy Communion 7.30 a.m.  
Matins 11 a.m., Hymn, 482; Venite, Battishill; Te Deum, Russel; Benedictus, Turle; Hymns, 6th (St. Agnes); 4th and 2nd (2).  
Evensong 6.30 p.m., Hymn, 346 (2); Magnificat, Goss; Nunc, Stainer; Hymns, 4, 9, 590 and 623.

The Church Launch *Dayspring* will visit ships carrying white crews between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m., to bring friends ashore to the services; (Kowloon Police Pier, 10.30 and 6 p.m.) returning afterwards. The "answering pennant" is the call flag. All the sittings are free and unappropriated. Strangers cordially invited. Books provided.

## Sunday school 10 to 10.45 a.m.

## Visitors at the Hotels.

HONGKONG.  
Akehurst, A. Katsch, E. A.  
Anderson, Mr. Kotler, Mrs. F. J.  
Anton, A. S. Langley, A. E.  
Begley, H. T. Leggett, E. A.  
Binning, A. W. Loney, C. S.  
Black, Mr. and Mrs. Macgowan, R. J.  
Bogdan, Mr. and Mrs. Mackintosh, Rev. J. S.  
Bonner, E. A. Marriott, Dr.  
Bowers, Dr. Mast, Sydney Eydney  
Brown, W. S. Buck, Hart  
Buck, Hart  
Childs, S. W. Clarke, W. G.  
Clarke, W. G. Mortier, S. F.  
Cole, E. J. Murphy, Mr. and Mrs.  
Cole, E. J. E. O.  
Colson, F. T. Nicol, F. Hamilton  
Cox, Dr. G. R. Parfitt, W.  
Dawson, Mrs. W. F. Pattie, J. A.  
Dean, G. Potts, W. H.  
Derbyshire, J. H. Reid, U. J.  
Douglas, Capt. & Mrs. Savill, E. L.  
Downing, T. C. Settle, B.  
Early, J. B. Share, G. Wade  
Edwards, F. W. Shoor, J. R.  
Ellis, Mr. and Mrs. Skott, C.  
Emerson, A. Strong Dr. and Mrs. R. P.  
Fisher, H. G. P.  
Gardner, Mrs. W. C. Thomas, Miss E. V.  
George, C. Thomas, J. A.  
Glover, C. Thomson, Dr. J. C.  
Haughton, W. B. Walker, Mr. and Mrs.  
Hill, L. D. W. B.  
Hooper, Mr. and Mrs. Walters, Mrs.  
Hopkins, L. Watkins, C. A.  
Howard, Thos. White, Jas. W.  
Icky, Rev. F. Woolmer, Mr. & Mrs.  
James, Mr. Wright, Mr. and Mrs.  
Jamieson, Mr. C. Gordon  
Joseph, Mr. and Mrs. Wynn, T. J.  
Jury, J. T.

King Edward.	Rose, Mr. and Mrs. T.
Alvares, A. A. Scullin, H.	
Coulson, C. H. Scullin, H.	
Felices, Sebastian. Stephens, M. J. D.	
Howard E. Vaughan, H. S.	
Kofod, Capt. Muller, Ed. (Consul for Peru)	

Occidental.	Peak.
Adamsen, Mrs. H. and Lopez, Senior	Manasseh, R. S.
family	Martin, R.
Andree, Dr. K. Mogford, Fred. D.	McDermott, A. P. B.
Burdett, Fred. D. Miller, John T.	McGowan, Mr. & Mrs.
Burton, A. Bruce. Pezate, T. Lieut.	
Curtis, W. W. Stephens, H.	
Diss, George A. Sullown, B. M.	
Donald, W. H. Symington, Mr. & Mrs.	
Harris, Paul H. James R.	
Kastmann, K. Key, Dr. F.	
Keney, T. P. Woodbridge, F. J.	

Connaught.	Peak.
Benjamin, M. Humphreys, W.	
Campbell, R. E. Lieut. Marston, Mrs.	
J. R. Stodart, F.	
Colbert, P. D. Tibbey, B. M.	
Darby, A. J. Tyrrwhitt, T.	
Denby, S. F. Veitch, F. G.	
Dufour, Mrs. B. Williams, W. H.	
Houghton, R. Lee, G. E.	

Connaught.	Peak.
Allison, A. Manasseh, R. S.	
Armat, S. B. Martin, R.	
Barnett, Dr. McDermott, A. P. B.	
Beattie, Andrew. McGowan, Mr. & Mrs.	
Behn, Geo. A.	
Benson, A. P. D. Major. Mitchell, Robert	
and Mrs. H. G. Mortimore, Miss C.	
Berkley, H. Ollis, Mr. and Mrs. F.	
Besnard, Mrs. Orish, Owen	
Brusse, George. Ormiston, R. A., Major	
Bunny, Major and Mrs. Mrs. J. W.	
Chapman, Mr. & Mrs. Philpot, Leonard D.	
Chichester, Maj. A. A. Pollock, K. C., H. E.	
French, A. S. C. Major. Pratt, R. A., Major and	
G. A. Mrs. H. A.	
Fuchs, A. Rumsey, R. N., Hon. R.	
Gibson, Dr. Robert Murray	
Grant, G. C. Lindsay. Sawyer, Mrs. W. E.	
Hamilton, Major A. B. Scott, Charles R.	
Hewitt, F. T. Baines. Sinclair, A.	
Hibber, F. Smith, Carl W.	
Jeffries, H. U. Spalckhaver, W. O. C.	
Joseph, Mr. and Mrs. Strachan, A.	
E. S. Thompson, Capt. N. G.	
Jones, Mr. and Mrs. P. Thompson, O. D.	
N. H. Tugart, F.	
King R. W. Wenborn, S. T.	
MacLeod, Hm., D.D.S. Willford, F. C.	

Craigieburn.	Kowloon.
Caulfield, Master and Helms, W.	Curran, Capt. D. J.
Gaskell, Mr. and Mrs. Mrs. F. W.	Graham, Jas. Wm.
Harvey, Lieut. and Mess, D. K.	Kemp, Capt.
Mrs. J. S. Wright, Mr. and Mrs.	Selmuloch, Mr. R. H.
Johnston, Mrs. and R. F. child & nurse.	Jewell, Frank F.
child	Williamson, H. C.

The Weather.
The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—
On the 11th at 12.55 p.m. Red South Cone hoisted. The barometer has over Japan, and is little changed elsewhere.
Pressure remains high between the E. coas of China and W. Japan.
There are still indications of the existence of a depression in the China Sea to the E. or NE of the Paracels.
Moderate NE. winds in the Formosa Channel, and strong NE. winds off the S. coast of China.
Forecast:—fresh to strong NE. winds; squally, showery.

Yesterday's Weather Report.
On date at 10 a.m.
Barometer..... 29.78
Temperature..... 81
Humidity..... 85
Rainfall..... 0.68

China Coast Meteorological Register.
July 11th, 1903, a.m.
Bar. Th. Hu. Wind W.
Vladivostok..... 7 a.m. 29.69 59 84
Nemuro..... 6 a.m. 29.65
Hakodate..... 7 a.m. 29.73
Kochi..... 7 a.m. 29.82
Nagasaki..... 7 a.m. 29.91
Kagoshima..... 7 a.m. 29.95
Oshima..... 7 a.m. 29.92
Naha..... 7 a.m. 29.85
Ishigakijima..... 7 a.m. 29.81
Taihou..... 7 a.m. 29.7
Taichu..... 7 a.m. 29.7
Tainan..... 7 a.m. 29.79
Koshu..... 7 a.m. 29.86
Pescadore..... 7 a.m. 29.86
Weihaiwei..... 7 a.m. 29.81
Guilafu..... 7 a.m. 29.83 71 91
Sharp Peak..... 7 a.m. 29.88 79 87
Amoy..... 7 a.m. 29.83 81
Canton..... 7 a.m. 29.83 81
Hongkong..... 7 a.m. 29.77 81 81
Swatow..... 7 a.m. 29.76 84
Macao..... 7 a.m. 29.83 86 78
Haiphong..... 7 a.m. 29.83 86 78
Manila..... 7 a.m. 29.83 86 78
Malate..... 7 a.m. 29.83 86 78
Bacolod..... 7 a.m. 29.83 86 78
Iloilo..... 7 a.m. 29.83 86 78
Cebu..... 7 a.m. 29.83 86 78
C. St. James..... 7 a.m. 29.83 86 78

## THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TODAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation.....	\$ 125	{ Div. of £1.10/- and bonus of 10/- @ 1/7 = \$25.26 for half-year ending 31.12.1902.....	\$380
National Bank of China, Ltd.....	£ 8	3/11 = \$1 96½ for 1902 .....	\$28 b.
Do. Founders.....	£ 1	None .....	\$10
MARINE INSURANCES.			
Union In. Society of C'lon, Ltd.....	\$ 100	60 per cent = \$30 per share for 1901 .....	\$500 s.
China Traders' In. Co., Ltd.....	\$ 25	16 % = \$1 for year ended 30.4.1902.....	\$62 b.
North China In. Co., Ltd.....	\$ 25	Interim of £1 for 1902.....	Tls. 230
Yangtze In. Association, Ltd.....	\$ 60	20 % = \$12 for 1901 .....	\$135 s.
Canton In. Office, Ltd.....	\$ 50	28 % = \$14 per share for 1901 .....	\$177½ b.
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.....	\$ 50	\$2½ per share for 1901 .....	\$325 b.
China Fire In. Co., Ltd.....	\$ 20	\$6 per share for 1901 .....	\$85 b.
SHIPPING.			
Hongkong, Canton, & Macao S. B. Co., Ltd.....	\$ 15	\$1½ for half-year ending 31.12.1902 .....	\$38½ b.
Indo-China S. N. Co., Ltd.....	£ 10	5 % = 10/- per share for 1902.....	\$97 b.
China & Manila S.S. Co., Ltd.....	\$ 50	10 % = \$5 per share for 1902.....	\$25 s.
Douglas S. S. Co., Ltd.....	\$ 50	Div. of \$5 for year ended 30.6.1902.....	\$40 b.
"Star" Ferry Co., Ltd.....	\$ 5	\$1.20 = 12% for year ending 30.6.1902.....	\$27 b.
"Shell" Transport & Trading Co., Ltd.....	£ 1	3rd Interim of 6d. for 1902 .....	£12/6 sa.
Taka Tug & Lighter Co., Ltd.....	Tls. 50	Final of 5 % making 7 % for the year.....	Tls. 48 s.
Shanghai Tug Boat Co., Ltd.....	Tls. 100	Final of 7 % making 20 % for 1902.....	Tls. 350 b.
Shanghai Cargo B. Co., Ltd.....	Tls. 100	Final of 7 % making 13 % for 1902.....	Tls. 177½ sa.
Co-operative Cargo B. Co., Ltd.....	Tls. 100	Final of 7 % making 13 % for 1902.....	Tls. 177½ sa.
REFINERIES.			
China Sugar Refining Co., Ltd.....	\$ 100	Fin. of \$7 making \$12 for 1901 .....	\$100 b.
Luxon Sugar Refining Co., Ltd.....	\$ 100	\$3 per share for 1897 .....	\$10 b.
Perak Sugar Cultivation Co., Ltd.....	Tls. 50	Fin. of 7 % for year ending 30.9.02 .....	Tls. 70 s.
MINING.			
Punjom Mining Co., Ltd.....	\$ 11	None .....	\$2.10 sa.
Société Française des Charbonnages du Tonkin	Fr. 250	Int. of Frs. 30 per share for 1902 .....	\$600
Jelebu Mining & Trading Co., Ltd.....	\$ 5	No. 9 of 5 % for ½-year end. 31.7.94 .....	\$1½ s.
Raub Australian Gold Mining Co., Ltd.....	£0.18.10	No. 12 of 1/- per share 28.1.01 .....	\$8½ b.
Chinese Engineering & Mining Co., Ltd.....	£ 1	No. 1 of 1/6 per share 10.10.02 .....	Tls. 6.60 sa.
LOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.....	\$ 50	10 % & bonus 2 % for ½ year 31.12.02.....	\$215 b.
S. C. Farnham, Boyd & Co., Ltd.....	Tls. 100	Interim of Tls. 7 .....	Tls. 172½ b.
Hongkong & Kowloon Wharf & Godown Co., Ltd.....	\$ 50	Final of \$2½ making \$4½ for 1902 .....	\$87 b.
New Amoy Dock Co., Ltd.....	\$ 6½	\$2½ for 1901 .....	\$40 b.
Shanghai & Hongkew Wharf & Godown Co., Ltd.....	Tls. 100	Final of Tls. 12 making Tls. 18 for 1902 .....	Tls. 282½ s.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.....	\$ 10	8 % = 80 cents per share for 1902 .....	\$9½
Hongkong Land Investment & Agency Co., Ltd.....	\$ 100	Final of \$6 making \$12 for 1902 .....	\$160 b.
K'loon Land & Building Co., Ltd.....	\$ 30	\$2.30 per share for 1902 .....	\$37½ b.
West Point Building Co., Ltd.....	\$ 30	Final of \$1.60 making \$3.10 for 1902 .....	\$22 b.
Hongkong Hotel Co., Ltd.....	\$ 50	\$6 for end ½-year making \$12 for 1902 .....	\$152
Oriente Hotel Co., Ltd. (Manila)	\$ 50	8 % = \$4 for ½-year ending 31.12.1900 .....	\$40 b.
Astor House Hotel Co., Ltd. (Shanghai).....	\$ 25	15 % for half-year ending 31.12.01 .....	\$31 sa.
Hotel des Colonies Co., Ltd. (Shanghai).....	Tls. 25	6 % for year ending 31.3.03 .....	Tls. 16 s.
Queen's Hotel (Wei-hai-wei).....	Tls. 25	First year .....	Tls. 25
Humphreys Estate & Finance Co., Ltd.....	\$ 10	9 per cent. for 1902 .....	\$12 b.
Shai Land Investment Co., Ltd.....	Tls. 50	Final of 6 % making 12 % for 1902 .....	Tls. 110 sa.
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.....	\$ 10	Interim of 40 cents per share.....	\$14½ b.
Ewo Cotton Spinning & Weaving Co., Ltd.....	Tls. 100	3 % for period ended 31.10.97.....	Tls. 38 s.
International Cotton Manufacturing Co., Ltd.....	Tls. 100	Interim of 3 % on account of 1898 .....	Tls. 40 s.
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.....	Tls. 100	Interim div. of 4 % on acct. of 1898 .....	Tls. 40 b.
Soy Chee Cotton Spinning Co., Ltd.....	Tls. 500	4 % for period ended 31.12.00 .....	Tls. 200
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd.....	\$ 500	25 % for year ending 30.6.1900 .....	\$250
Philippine Tobacco Trust Co., Ltd.....	\$ 50	None .....	\$15 b.
Shanghai - Sumatra Tobacco Co., Ltd.....	Tls. 20	{ Final of Tls. 2.60 making Tls. 4.60 for year ending 31.10.02 .....	Tls. 50 sa.
MISCELLANEOUS.			
Green Island Cement Co., Ltd.....	\$ 10	12 % = \$1.20 per share for 1902 .....	\$24½ b.
China-Banco Co., Ltd.....	\$ 12	First year .....	\$10½ sa.
A. S. Watson & Co., Ltd.....	\$ 10	Interim of 5 % for 1902 .....	\$14½ sa.
Watkins, Ltd.....	\$ 10	1 % per share for 1902 .....	\$7 s.
Hongkong Electric Co., Ltd.....	\$ 10	90 cents for year ending 30.4.1903 .....	\$27½ sa.
Hongkong Electric Co., Ltd.....	\$ 5	45 cents for year ending 30.4.1903 .....	\$7½ ex div.
Hongkong & China Gas Co., Ltd.....	£ 10	10 % div. and 1 % bonus for 1901 .....	\$140 b.
Hongkong Rope Manufacturing Co., Ltd.....	\$ 50	\$10 for 1902 .....	\$140 b.
Geo. Fenwick & Co., Ltd.....	\$ 25	15 per cent = \$3.75 for 1902 .....	\$47½ sa.
Hongkong Ice Co., Ltd.....	\$ 25	Final of \$12, making \$16 for 1902.....	\$245 b.
Hongkong High-Level Tramways Co., Ltd.....	\$ 100	\$18 for year ending 31.11.1902 .....	\$320
Dairy Farm Co., Ltd.....	\$ 6	75 cents for year ending 31.7.1902 .....	\$12 sa.
Hongkong & China Bakery Co., Ltd.....	\$ 50	5 per cent. = \$2½ for 1901.....	\$40 s.
Campbell, Moore & Co., Ltd.....	\$ 10	Div. of \$2½ for 1902 .....	\$20 s.
Bell's Asbestos Eastern Agency, Ltd.....	£0.12.6	.....	\$5½ h.
United Asbestos Oriental Agency, Ltd.....	\$ 4	80 cents for year ending 31.5.02.....	\$9½ b.
Do. Founders.....	\$ 10	\$19.80 for year end. 31.5.02 acct. 1903 .....	\$155
Hongkong Steam Water-boat Co., Ltd.....	\$ 10	Interim of 6 % .....	\$14 b.
China Light & Power Co., Ltd.....	\$ 20	None .....	16 h.
Robinson Piano Co., Ltd.....	\$ 50	5 % = \$2½ for half-year 1901.....	\$50
Manila Investment Co., Ltd.....	\$ 50	None .....	\$15 b.
William Powell, Ltd.....	\$ 10	Final of 50 cents for half-year 30.6.02 .....	\$10
Maatschappij tot Mijnbouw exploitatie in Langkat, Limited	Guelders 100	{ 3rd Interim Dividend of Tls. 7½ and bonus of Tls. 2½ per share paid 15.6.1903.....	\$1300 b.
Telegraphic Address—"Rialto".		BENJAMIN, KELLY & PORTER.	
Telephone No. 148., P. O. Box No. 111.		Share Brokers.	
NOTE.—b=buyers, s=sellers, sa=sales			



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July 3rd.

R. G. HECKFORD,  
MANAGER.



# The Hongkong Telegraph.

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The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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### BIRTH.

At Lyndhurst, Mount Elizabeth, on the 27th June, the wife of H. RIEGE, of a son.

### MARRIAGES.

On the 28th May, at Rome, by His Eminence Cardinal Macchi, in his private chapel, RAPHAEL THOMAS FERDINAND DE LUCA, Deputy Commissioner of Chinese Imperial Maritime Customs, eldest son of H.E. the late Comm. Ferdinand de Luca, His Italian Majesty's Envoy Extraordinary and Minister Plenipotentiary, to Donna MARIA, second daughter of Don Girolamo Theodoli, Count of Cigliano.

At St. Andrew's Cathedral, Singapore, on the 27th June, by the Revd. D. Holland Stubbs, Military Chaplain S.S., THOMAS C. H. MILLER, second son of DANIEL MILLER, Farlie, Scotland, to BESSIE ALFRED, FOLDRUP, eldest daughter of Joseph Holdcroft, Hanley, Staffordshire.

## The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 11, 1903.

### COLONIAL FINANCE.

(4th July.)

The financial returns for the first four months of the year have been published and show that the total amount collected for that period is \$1,531,905.37 with \$26,177.25 for land sales, giving an aggregate of \$1,558,082.62. Comparing this with the corresponding period of last year there is an increase of \$213,110.18. The estimated revenue for the whole of the current year is \$4,933,295.00. On the average basis of the

first four months' collections this estimate falls short by an amount, in round figures, approximating \$200,000 for the twelve months. With the single exception of miscellaneous receipts, which have decreased \$6,660.89, under all other heads of revenue there have been increases. Detailed, they are as follows:—

Light dues, ..... \$3,647.70  
Licences and internal revenue not otherwise specified, ..... \$152,789.53  
Fees of Court or office, payments for specific purposes, and reimbursements in aid, ..... \$18,701.32  
Post Office, ..... \$5,093.93  
Rent of Government property, land and houses, ..... \$3,895.40  
Interest, ..... \$1,121.82  
Water Account, ..... \$18,643.25

At first glance the sum realised on sales of Crown lands, viz., \$26,177.25 represents hardly one-tenth of the \$350,000 put down on the 1903 Estimates. There have since been a few unimportant sales of garden lots which have brought in but a few hundred dollars between them. The sale of the large and valuable lot in Shek-tong-tsu, opposite the Sailors' Home, however, announced to take place on the 20th inst., is sure to realise far more than the price at which it is going to be put up, \$179,550. With this large total added to the amount already realised the year's average should be fairly maintained and the estimated figure attained. Crown lands has been a very valuable asset of the Colony which, as a source of revenue, is dwindling pretty rapidly with the small area now left for disposal. Of course, consideration must be had of the enormous tract of land in the New Territories. We had occasion to note early in the year the first two sales of sites in our newly acquired extension, but since then no demand has existed or gives immediate promise of arising in connection with lots for industrial or other purposes that may contribute to enlarging the revenue of the Colony from the mainland. The effect of the licensing laws introduced this year is at once seen in the very large increase collected during the first four months. The Treasury brought in for licences, etc. no less a sum than \$988,165.19, thus representing an increase of over a lakh and a half of dollars. The elasticity of the resources of the Colony is, indeed, great, and the burden of such increases, which has been accepted with apparent good grace, and which must be felt more or less by the wage earning class is, however, not publicly complained against. Satisfactory as the increases have been on the revenue side of the financial statement the items of expenditure show a larger increase than the excess amount collected as revenue. The total increase for administration, including all the public works, is \$322,546.20. Our Sanitary Department is still accountable for by far the largest proportion of this total, \$69,255.41 being chargeable against it. Then follow police, fire brigade, and gaol with an increase, in round figures, of \$57,000. Post Office takes \$44,355.32, the medical departments, \$24,352.06, judicial and legal departments, \$19,222.13, pensions, \$13,579.10, and charges on account of public debt, \$10,808.04. The only department showing no increase is the Botanical and Afforestation, which was worked more economically for the Colony from January to April, by \$4,036.40. Exchange compensation to the officers of Government is not shown as a separate item of expenditure. It should be interesting to discover how much more it costs the ratepayers to maintain our highly salaried Civil Servants, with all the benefits accruing to them by way of old age pensions, because of the depreciation in the sterling rate of the dollar, which affects everyone of the inhabitants of the Colony, high or low, without exception, as much as those enjoying the double exchange compensation grant at the cost of the taxpayers in general.

### THE GORDON-BENNETT CUP.

The result of the most important event of the "Irish Fortnight" is announced by a Reuter wire giving the name of the successful competitor in the Gordon-Bennett Cup race. The event was timed to commence at seven a.m. on Thursday over a circular route 351 miles in length, and the cars, which were expected at certain points to reach a speed of nearly 90 miles an hour, were to start at Ballyshannon Cross Roads, near Naas, and proceed by a circuitous route via Carlow, Athy, Maryboro, Kildare, and the Curragh. Last year the struggle for this international trophy took place in France and was won by Mr. S. F. Edge, on a Napier car. The representatives of the four countries chosen to battle for the Cup in Ireland were as follows:—England, Messrs. Stocks, Jarratt, and Edge; France, M. Rene de Kuyff; Henry Farman, and H. Fournier;

Germany, Hieronymus, Baron de Caters, and Jenatz; and America, A. Winton, Percy Owen, and Mr. Mooers. Each of the countries was allowed to run four of their best types of machines, England being represented by three Napier motors, one of them driven by Mr. J. W. Stocks, and calculated to develop a speed of from 100 to 110 miles an hour; France by two Panhards and one Mors; Germany by three Mercedes; and America by a like number of cars. The probability is that none of these cost less than £1,000 to build. As the law in England does not permit the necessary speed, it was decided to have the race in Ireland, and a special Act of Parliament was passed to give the requisite powers to the local authorities there to sanction and provide for the event. The old Emerald Isle has certainly made the most of the occasion, and has not been overlooking the valuable harvest that the race would provide to those who had accommodation to let within reasonable distance of the course. The Irish made up their minds to taste the Saxon visitors' money, and those who viewed the race must have been prepared to pay out on a high Henley Regatta scale. According to the *Irish Wheelman*, six pounds was asked for a three bedded room for one night only. The fee for pitching a cyclist's camp on a piece of waste ground was a modest £20, whilst for one of the cheapest houses near the line of route £80 was asked for the week. Twenty-five shillings for a bed and breakfast was asked at even second-rate hotels in Dublin. Had the race been postponed Ireland alone, it was thought, would lose £50,000. No stone was left unturned to make the event an unqualified success in every way, and although representatives of England and America were out of the race before it was half finished owing to accidents to machinery there does not appear to have been any serious mishap or fatalities such as attended the Paris-Madrid race.

### MACAO AND THE LUSO-CHINESE TREATY.

(7th July.)

The special wire from a Macao correspondent, which we published last evening, has been made the subject of much rejoicing by the inhabitants of that medieval colony. The news that the Portuguese Minister for the Colonies has approved of the general scheme of harbour improvements, though much longed for, had been thought too good by the people of Macao to be flashed over the wire to the "gem of the Orient sea," long neglected by the mother country. Quite a quarter of a century ago an expert engineer was sent out from Lisbon to report upon the condition of the harbour of Macao and its approaches. What remained of the dwindling trade of the Portuguese settlement with the birth of Hongkong as a British Colony, was surely and steadily kept away by the gradual silting up of the inner harbour and the roadstead. This condition was at once realized by the expert, whose voluminous report presented to the Portuguese parliament remains extant as a monument of Portuguese indifference and neglect of a most valuable colonial possession over which other Powers have more than once cast covetous eyes and under any one of whose administration the little island, with its splendid geographical situation, might have been capable of possibilities undreamt of and uncared for by lethargic and apathetic figure-heads adorning the cabinet of Lisbon. Sr. Adolpho Loureiro more than twenty years ago urged upon his Government the imperative necessity of initiating measures having for their effect the arresting of the natural process of silting in the harbour. But beyond the narrow, muddy embankment thrown across the small stretch of water to Green Island and a few hundred feet of seawall in the inner harbour nothing has been done, in effect, to carry out the recommendations of Sr. Loureiro. In fairness to the local administrators, however, and to the body of the Municipal Councillors, whose zeal in the well-being of the port, cannot be too highly praised, representations to the Home Government have been made with a commendable pertinacity to save the trade of the port from total extinction by the complete silting up of the approaches to Macao. The latest memorial was referred to in these columns when the Special Envoy from the Court of Lisbon was passing two years ago en route to the Chinese capital. After a personal inspection of the wretched state into which the port had been allowed to drift, H. E. Senhor Castello Branco arrived at the conclusion that one of the first necessities crying for remedial measures was the improvement of the Macao harbour, and the carrying out in their entirety of the plans of the Harbour Improvement Scheme. In this view he was

supported by the Acting Governor, who was a staunch advocate of the scheme, the advisor of Government in engineering matters, and the whole body of the Senate backed up by foreign and Chinese representations. The present Governor enjoys the reputation of being a well-known civil engineer and as far as can be known is entirely in agreement with the supporters of the scheme. When the concession for the railway to Canton was obtained by Senhor Castello Branco, it was held that no benefits would accrue to the Colony unless the harbour works were first tackled and completed. The news communicated by Sunday's wire is, therefore, a valid ground for rejoicing on the part of the inhabitants at Macao. By a strange coincidence almost at the same time the last Lisbon mail brought out private advices to the effect that the Luso-Chinese treaty concluded by Conselheiro José d' Azevedo Castello Branco in 1901 had been rejected by the Portuguese Chamber of Deputies containing provisions unfavourable to the interests of the country. The proposal to establish a Chinese Customs within Macao was not well received. It is believed, and rightly so, that the colony which, by decree of the 20th November, 1845, was declared a free port, should have no custom-house much less one that collects duties for a foreign government. Almost all the leading journals of the metropolis strongly advocated the ratification of the treaty; but Senhor Custodio Miguel Borja, a former Governor of Macao, and who is practically acquainted with the prevailing conditions and needs of the colony, protested against certain Articles in the Treaty. Mr. Joao Marques Pereira, chief secretary of the Colonial Office, in a series of thirty-eight articles contributed to the *Epoca*, pointed out categorically the unfavourable terms of the Treaty, recalling the memorable historical fact that Governor Ferreira do Amaral sacrificed his life for having expelled from Macao the Hoppo of Porto do Cerco, and that by re-admitting the Chinese customs within the confines of Macao the Government and the people will be casting an insult to the memory of a hero for Free Trade principles. Freed from the incubus inseparable from the establishment of a Custom-house and with a good harbour the destiny of the ancient colony may yet be retrieved from the Slough of Despond into which it had long fallen. Portugal is still the fourth colonial power in the world. The new alliance that has been entered into with Great Britain is the most solid and permanent compact that could be readily imagined to exist. It is an absolute guarantee of the Colonial dominion of Portugal in its integrity. It is, therefore, as observes a writer in the *Fortnightly Review*, a buttress of the throne in Lisbon. Portugal will no doubt share in all the commercial advantages of the partnership. By emulating the example of her sister colony she can do no better than to preserve inviolable the freedom of her port and by restoring it to the condition of which ocean carriers can take advantage, Macao may ring up the curtain to a vista of a share in the commercial prosperity which looms large in the "Gorgeous East" in the new future.

### THE SUPPLY BILL.

(8th July.)

The Supplementary Colonial Estimates for 1902 laid on the table at the meeting of the Legislative Council this afternoon, on the first reading of the Supply Bill being introduced by the Colonial Treasurer, is an interesting and useful document as showing the financial vicissitudes of a Colony whose revenue is collected in silver and the bulk of whose expenditure is paid on a gold basis. The sum the Colony is asked to approve of in excess of the Estimates of Expenditure framed for last year is \$1,800,201.40. Deducting from this amount the sum of \$768,573.34 for public works extraordinary the total charged against ordinary expenditure is over one million and thirty thousand dollars. The capital sum of \$508,280 for the purchase of the Reclamation sites known as M. L. 99 and 100, from Messrs. Jardine, Matheson & Co. for the erection of the Post Office has been debited to the item Public Works Extraordinary, eliminating which there leaves two lakhs and a half to be accounted for under this head. Consideration of the items separately leads one to the conclusion that the excess amounts appropriated have been spent principally in the nature of (1) development work in the New Territories and (2) in remunerative works. Under New Territories are to be included \$20,459 over the estimated round sum of \$20,000 in the construction of the sixteen miles of road to Tai-po, and something over \$7,000 in a

police station at Tai O. The Kowloon Waterworks absorbed \$90,781.86 (the Estimate provided for \$60,000). This work cannot be pressed forward too rapidly when the requirements of the inhabitants on the mainland and the inadequate and inefficient system of water supply, which the gravitation scheme when completed will supersede, is taken into consideration. The widening of Conduit Road on the upper levels is a public work which the rapid and still progressing development of the district in that neighbourhood demanded. A new shed for sheep and swine was built at an expenditure of \$14,619.07 and about \$21,000 was incurred in the completion of the gaol officers' quarters. The illumination of the public buildings on the nights of the Coronation Celebration festivities cost the Colony some twelve thousand dollars and for repairing the damages caused by the typhoons of last year \$26,000 have been paid. Fourteen thousand dollars is the money paid in the resumption of a piece of Crown land, while "Mountain Lodge," the gubernatorial residence at the Peak, was more costly in completing by some \$18,400. Reviewing the various heads of "ordinary expenditure" under their departmental classification, a summary may be presented as follows:—

Charge on Account of Public Debt	\$18,234.54
Pensions	39,654.80
Governor and Legislature	11,164.25
Audit Department	4,791.64
Treasury	8,200.59
Post Office	26,124.12
Registrar General's Department	733.33
Observatory	990.30
Legal Departments	14,165.39
Medical Departments	2,806.41
Magistracy	4,112.62
Sanitary Department	24,737.70
Transport	15,703.66
Miscellaneous Services	657,930.55
Public Works Recurrent	201,628.46

Ordinary Expenditure \$1,031,627.86  
Exchange for the payment of interest and sinking fund was calculated at a higher rate than the average ruling last year and thus accounts for a higher expenditure on account of public debt by over \$18,000. For a like reason and owing to an increase in number of pensioners, the disbursements for pensions, gratuities and commuted pensions were \$39,654.80 in excess of the Estimates. Excess amounts have had to be paid by reason of salaries having been paid to officers on leave in England to the total of \$5,732.52. Add to this the huge sum of \$342,451.03, we have a formidable total bordering on nearly half-a-million dollars for the fall in exchange and for the "double compensation" which certain officers enjoy to the total exclusion of others who, though suffering quite as intensely if not more, yet are deprived, and unjustly so, from the privileges of which their favoured brethren in the Service are given the full measure. This question of the payment of exchange compensation is one which we have frequently alluded to and dealt with editorially in connection with the two petitions from the subordinate officers of Government. We regret that we have been unable to discover that any relief has up to the present been obtained from the Secretary of State, but that some mode of readjustment of the compensation can be arrived at we have no reason to doubt. Such a step ought to be taken in conjunction with any action adopted to put the finances of the Colony on a basis so that the influence of a rise or fall in the rate of exchange might not so seriously throw the balance out of pivot as is revealed in the Supplementary Estimates for 1902.

### THE ADMIRALTY DOCK.

(9th July.)

The correspondence published in another column relating to the public petition praying for the discontinuance of the work on, and the removal of the Admiralty Dock from, its present site will be read with considerable disappointment, not to say regret, by all classes of the inhabitants of Hongkong. Strong as the arguments are in favour of the abandonment of the present site for a more suitable one which the Colony offers on this side of the island, it must have been felt by those who approached the Home Authorities on the question, that the unyielding obduracy of the Naval officials might be too great to be overcome by a petition originating from the commercial community of the Colony. Hence the prayer for the appointment of a Royal Commission of Inquiry upon whose decision the Colony was content to allow the matter to rest. The petition has been met with a bland denial. In this instance, however, the inhabitants were supported by the sympathy and strong recommendations of H. E. the Governor who, in recognition of the gain that would accrue to Colonial interests in securing for the Colony a continuous road on the waterfront for the whole breadth of the island, could not surely be unmindful of Imperial interests also. How-

ever, it has been shown that the inhabitants have once more embarked on a fruitless endeavour to obtain the best advantage for the Colony, and must resign themselves to the fate that, when pitted against official bureaucracy, commercial judgment and business commonsense count for nothing. The decision at which the Lords Commissioners of the Admiralty have arrived and in which the Secretary of State for the Colonies has concurred becomes all the more galling to the inhabitants by reason of the fact that it is not assumed by Their Lordships that the site which they have been requested to surrender, in lieu of payment for the expenses already incurred on the works, is the only one available for the purpose of the Public Extension. It must be assumed from their reply to the Colonial Secretary that the island does offer another site which they call upon the Colonial Government to submit for Their Lordships' approval in the first instance. The selection of the site in itself is a matter of comparative ease; for as we have just hinted, speaking with no authoritative technical knowledge, the eastern extremity of the Island offers a site in every respect possessing all the advantages which are claimed for the one in the central portion of the city while removing all the objectionable features attaching to the existence of the Naval Yard and works in the heart of the City. Hedging in their first requirement obviously not difficult to meet, the Admiralty Lords formulate their stipulation which at once puts out of the pale of all practical discussion any question of an exchange of sites. The condition imposed, if at all acceptable, involves, at a rough guess, millions of dollars which make it wholly impossible for the Colony to incur. The preposterous stipulation asks for nothing less than that the Colony should provide equivalent accommodation, not only for Docks, Basins, Stores, Magazines, Workshops and other accessories to a Naval Yard, but also the available anchorage and whatever defences are considered necessary to ensure security equal to that obtained under present conditions, and possibly also replace the Naval Hospital, which is in the vicinity of the present Yard. And it is further stipulated that the Navy should continue to occupy the present Yard and anchorage until the new establishment is ready, and can be handed over to them. To the most casual observer of the Naval establishments and accessories completed on the island, it must be patent that the colossal amount which has to be laid out in re-erecting and re-equipping the establishments enumerated could only be obtained from the mother-country and not drawn out of the purse of the taxpayers of the Colony. Hongkong exists not as a colonial dependency of fanciful value, in the retention of which purely commercial interests are served, or in whose preservation purely sentimental motive actuates the Government and the people. The judicious foresight by which it was selected as a distant outpost of the King's dominion, beyond the sea gives to the nation the very key to the gates of the "Gorgeous East," over which flag of distant land float with outstretched talons watching with unceasing care the chance of a prey, and on the threshold of which the Beast stealthily seeks to gain a foothold. England holds Hongkong for Imperial purposes no less than for Colonial interests. And it is well this should be borne in mind that, where these interests conflict, an understanding on the basis of a *quid pro quo* should be arrived at. Monetary sacrifices by the Imperial Government devolve, therefore, as an obligation upon it for the effective defence of the island. The Lords Commissioners of the Admiralty have asked for everything and give nothing. The Colony offers the price of the expenditure on the site it needs for commercial expansion; the Admiralty grants it subject to the stipulation which makes it impossible of acceptance.

(10th July.)

So unexpected has been the result of the public petition to Mr. Chamberlain and the disappointing nature of the reply from the Admiralty Lords, that a public meeting is mooted to mark the sense of indignation on the part of the inhabitants of the Colony. Such a meeting, in our opinion, can have absolutely no effect whatever beyond emphasizing the helplessness of the community in a matter with which the Colony is vitally concerned and as regards which representatives should be those best able to form judgment. The gods have spoken, however, and the Colony must perforce lapse into state of quiescence against the arbitrament of the Naval Officials who have interposed, in the commercial expansion of the port, in a manner whereby Imperial interests have had but little to gain and the Colony all to lose.



## THE DISTURBANCES IN KWANGSI.

What Imperial Edicts and so-called departmental strategy have hitherto failed to achieve in the disturbed provinces of South China appears more likely to be accomplished by the energetic Tsen Ch'u-hsuen, who has gained distinction for the determined and fearless manner with which he entered upon his term of office as Viceroy of the Two Kwang. We have already alluded to his activity in Canton officialdom, and to the fact of his proceeding to take up his residence in the heart of the troubled Province of Kwangsi, and we now learn he has been carrying his campaign among the district officials of those parts. In a proclamation issued for the purpose of pacifying the people he blames the officials for dereliction of duty in failing to deal with persons whom they knew to be desperate characters, and who afterwards banded together and plundered the villages on every hand. The officials plead that they cannot keep the country under their control, and state that when arrests are effected prominent personages find sureties and so the men are allowed to go. Many of them are people of high standing, and although the officials know they are being deceived give way to their demands for fear of being molested. The Viceroy admits that the Imperial troops are poorly paid, if paid at all, and is not surprised they desert to the rebel ranks. Surrounded by corrupt officials, traitorous troops and desperate ruffians H. E., in replacing the sword in its scabbard, means to deal with the matter in methods calculated to bring about surprising results. It is his intention of withdrawing all the military troops from the different villages and making the district officials entirely responsible for the good behaviour of persons in the country under their care. The numerous robberies and disturbances have to cease or Viceroy Tsen will have some comments to make, which will not be calculated to improve the moral or physical standing of offenders. If, however, robbers band together in numbers of more than a hundred Imperial troops will be despatched and then it is to be a question of a fight to a finish. How far this method of dealing with a disturbed district will go towards ensuring a satisfactory settlement of a long standing discontent remains to be seen, but from what we know of the Viceroy's character during his short stay at Canton he will attain his object at whatever cost.

## ANOTHER YELLOW PERIL.

Lecturing before the Hongkong Odd Volumes Society last December on the subject of malaria and its relation to the mosquito, Dr. J. C. Thomson, M.D., M.A., told us that from the 1st March Hongkong would be in direct communication with one of the great endemic centres of yellow fever, and we might any day thereafter have the disease landed on our shores. If yellow fever should visit Hongkong, he said, we have a mosquito swarming in the colony which can cause it to become epidemic. We now learn that the medical officer of Sierra Leone is convinced that with the completion of the Panama Canal the possibility of the introduction of yellow fever into Asia becomes a real danger, and considers it to be the imperative duty of all the civilised nations having interests in the Far East to ward off this danger by every means known to science. At a meeting of the Epidemiological Society in February, Dr. Manson pointed out that shiploads of labourers would soon be plying between Panama and the seaports of Asia, and that if the traffic were unrestricted the disease would inevitably be introduced into the populous, densely crowded, and insanitary cities of China and India, where its ravages would be incomparably greater than they could be in the sparsely peopled countries and smaller cities of South America. The quarantine regulations against yellow fever that have been in force in the West Indies up to the present time have been unnecessarily strict in some particulars, and at the same time inefficient and often exceedingly lax in others. It is now suggested that apart from more effective sanitary measures at the central American port of departure steps be taken at the Asiatic ports where steamers, not having been cleared of mosquitoes before leaving the Isthmus, should not be allowed to come within a mile of the nearest shore, but should anchor at a specified berth, where it could be fumigated before being allowed to come nearer. The most efficient method of preventing the spread of the fever would be to beat it in its den, and Dr. St. George Gray, of Sierra Leone, thinks that each nation should contribute its share of the cost in proportion to the magnitude of its interests in the East and drive yellow fever out of the Isthmus of Panama. But the Canal is not yet finished, and before seeking 'fresh woods and pastures new' for diseases which may possibly come 'this way' the authorities might be well advised to continue their campaign against the formidable array of death-dealing enemies already in our midst.

## TELEGRAM.

## HONGKONG TELEGRAPH SERVICE.

## Macao Harbour Works.

## SCHEME APPROVED.

(From a Correspondent.)

Macao, July 5, 4.21 p.m.

A telegraphic despatch has been received by the Government from the Minister for the Colonies approving of the scheme for the improvement of the harbour of Macao and its approaches. The inhabitants are jubilant over the favourable decision of the Home Government, which they have long despaired of obtaining. The news has been considered of so important a purport for the revival of the trade of the port and the re-generation of its old-day prosperity, that it has been printed in the form of a bulletin and circulated by order of the Senate of Macao throughout the Colony to-day for general information.

## LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held on Wednesday in the Council Chamber. There were present:—His Excellency the Governor (Sir H. A. Blake, G.C.M.G.), His Excellency Major-General Sir W. J. Gascoigne, K.C.M.G., (Officer Commanding the Troops), Hon. F. H. May, C.M.G. (Colonial Secretary), Hon. Sir H. S. Berkeley, Kt. (Attorney General), Hon. Dr. J. M. Atkinson (Principal Civil Medical Officer), Hon. Commander R. M. Rumsey, R.N. (Harbour Master), Hon. A. M. Thomson, (Colonial Treasurer), Hon. W. Chatham, (Director of Public Works), Hon. Sir C. P. Chater, Kt., C.M.G., Hon. R. Shewan, Hon. Gershon Stewart, Hon. C. W. Dickson, Hon. Dr. Ho Kai, Hon. Wei A. Yuk and Mr. R. F. Johnson, (Acting Clerk of Councils).

## MINUTES.

The minutes of the meeting held on 22nd ult., were read and confirmed.

## PAPERS.

The Colonial Secretary laid on the table the report on the Blue Book for 1902, and also the Supplementary Estimates, the P. C. M. O.'s report, and the report on the Hongkong Volunteers for the same year.

## FINANCIAL.

The Colonial Secretary laid on the table Financial Minutes, Nos. 25, 26, and 27 and moved that they be referred to the Finance Committee.

The Colonial Treasurer seconded, and the motion was agreed to.

The Colonial Secretary laid on the table the report of the Finance Committee (No. 4) and moved its adoption.

The Colonial Treasurer seconded, and the motion was carried.

**DOMESTIC CLEANLINESS AND VENTILATION.** The Colonial Secretary moved, that the Council approve of an amendment to No. 5 of the Domestic Cleanliness and Ventilation By-laws contained in Schedule B of the Public Health and Buildings Ordinance, 1903, made under Section 16 of the aforesaid Ordinance.

The amendment, which was made by the Sanitary Board on 4th ult., is as follows:—The Note to No. 5 of the domestic cleanliness and ventilation by-laws contained in schedule B of the Public Health and Buildings Ordinance, 1903, is hereby repealed, and the following substituted therefor:—The western boundary of the eastern division of the city is Graham Street and Endicott Street; the western boundary of the central division of the city is Tank Lane and Cleverly Street; the western division of the city lies to the west of Tank Lane and Cleverly Street. Kowloon is divided into eastern and western divisions by Robinson Road and a straight line drawn from the north end thereof through the Yaumatei service reservoir to the northern boundary of Kowloon."

The Hon. Dr. Atkinson seconded. Agreed.

## THE CROWN AGENTS.

Pursuant to notice, the Hon. Shewan asked the following questions:—Will the Honourable the Colonial Secretary be good enough to give the following information respecting the working of the Crown Agents system with regard to this Colony:—

(a.) What method is adopted for paying the Crown Agents?

(b.) Do the Crown Agents receive a commission on orders executed in addition to regular salaries?

(c.) Do they receive remuneration from other Crown Colonies in addition to this?

(d.) What is the annual sum paid by the Colony to the Crown Agents during the past three years, giving salary and commissions separately, or what annual sum has been charged to the Colony for the services of the Crown Agents?

(e.) Are all orders for material, etc., sent to Europe on behalf of the Colony, made through the Crown Agents?

(f.) If not, what system is adopted with regard to such orders which are not executed by the Crown Agents?

(g.) What system is adopted to ensure that all orders on behalf of the Colony are executed by the firm best able to carry out the work at the most reasonable price?

(h.) If orders are put up to tender only for those firms on the Crown Agents' list, how are these firms selected?

(i.) Can any reputable firms on application be placed on the Crown Agents' list, or do the Crown Agents exercise a right to refuse to place a firm on their list?

(j.) In the event of such a refusal, has the firm thus rejected any right of appeal and, if so, to whom?

The Colonial Secretary replied to the questions as follows:—

1. a. The Crown Agents and their employees are paid salaries out of the contributions of all the Colonies employing their services.

reason to be satisfied with the quality and price of the stores supplied to it.

4. Yes. To the Secretary of State for the Colonies. I would lay on the table Parliamentary Paper C.S.O. 75 of 1891, relative to the functions of the Crown Agents, which has already been laid on this table on 18th June, 1899. I will also quote the opinion of the majority of the Public Works Commission 1902 on page VI of its Report. I.E. the Governor:—I don't think it is necessary.

The statement referred to is as follows:—  
1. Commission on stor. s. £255. 1.0 = \$2,542.82  
2. " " payment of interest on loan. 39.18.0 = 399.37  
3. " " Subsidiary Coins. 566. 8.8 = 5,601.59  
£1,020. 9.8 = \$10,043.89

Commission paid on stores. £255. 1.0 = \$2,542.82  
Commission paid on payment of interest on loan. 39.18.0 = 399.37  
Commission paid on Subsidiary Coins. 566. 8.8 = 5,601.59  
For transacting the general business of the Colony. 150. 0.0 = 1,500.00

1901.  
Commission paid on stores. £122. 3.6 = \$2,290.71  
Commission paid on payment of interest on loan. 14.19.0 = 161.71  
Commission paid on Subsidiary Coins. 344. 4.1 = 3,526.14  
For transacting the general business of the Colony. 150. 0.0 = 1,500.00

1902.  
Commission paid on stores. £278. 1.8.5 = \$3,207.73  
Commission paid on payment of interest on loan. 29.18.0 = 348.82  
Commission paid on Subsidiary Coins. 196. 0.5 = 2,146.01  
For transacting the general business of the Colony. 150. 0.0 = 1,712.77

£654. 16.10 = \$7,417.33  
(Sd.) A. M. Thomson, C. T.

## DR. PEARSE'S REPORT.

The Hon. Shewan also asked:—1. Will the Government state whether they received a letter from the Secretary of the Sanitary Board sent by direction of the President, conveying the following resolution unanimously adopted at the meeting of property owners at the Sanitary Board office on 18th May, convened by advertisement in European newspapers in the Colony, namely:—"That the permission of H. E. the Governor be obtained to have the report, which was read by Dr. Pearse at the meeting on the subject of overcrowding and its abatement, printed and circulated amongst the European land owners in the Colony?"

2. If so, has any reply been sent thereto? If not, why not?

3. Is the Government aware that the President of the Sanitary Board stated at the Board on the 19th ult. that no answer had been received to that letter, but that the report had been laid on the table and was accessible to the Press if they wanted it?

4. Does the Government propose to print and circulate Dr. Pearse's report in terms of the resolution? Or is it, as is assumed, that the report has been withdrawn from circulation and that the information which has been placed at the disposal of the Chinese will not be available for European land owners?

The Colonial Secretary replied:—1. The letter was duly received.

2. The Government intimated to the President of the Board for his information and guidance that Dr. Pearse's memorandum might be brought before the Board. The position the Government has adopted is that the memorandum in question involves assumptions as to the effect of the law that may or may not be correct, but which can only be tested by a case decided in the Law Courts. This decision can readily be obtained in the usual manner. Without it the Government would not accept the responsibility of publishing the memorandum.

3. Yes.

4. The Government do not propose to print and circulate the memorandum for the reasons stated in answer to question 2. The memorandum was read in English at the recent meeting of property owners held at the Sanitary Board offices, and which was attended by Europeans as well as Chinese. It is accessible to the members of the Board, both European and Chinese, and there is no question of supplying to Chinese information which is withheld from Europeans.

## PRINTING OF ORDINANCES.

The Hon. Shewan also asked:—Will the Government instruct the Government printers to print a larger number of copies of Ordinances, as it appears that the Passenger Act (No. 1 of 1899) Chinese Emigration Consolidation Ordinance is now out of print and cannot be supplied?

The Colonial Secretary replied:—At the present time an ample number of Ordinances is printed.

Regarding question 9 as printed in the Agenda, the Colonial Secretary said it was out of order, and he regretted he could not answer it.

## QUESTIONS.

The Hon. Gershon Stewart gave notice of the following questions:—

1. When were the plans for the new Law Courts finally passed?

2. What is the cause of the delay in proceeding with the erection of the Courts?

3. What was the cost of the site for the new Post Office, and when paid for?

4. What were the number of designs received in the recent competition for the Post Office?

5. Can the Government name a date, approximately, when they will be in a position to invite tenders and proceed actively with the work of construction of the Post Office?

## NEW TERRITORIES LAND COURT.

The Attorney General moved the first reading of a Bill entitled An Ordinance to amend Ordinance No. 13 of 1900 entitled An Ordinance to facilitate the hearing, determination, and settlement of land claims in the New Territories, to establish a Land Court, and for other purposes.

The Colonial Secretary seconded. Carried.

## SUPPLY BILL.

The Colonial Treasurer moved the first reading of a Bill entitled An Ordinance to authorize the Appropriation of a Supplementary Sum of One million, eight hundred thousand two hundred and one, Dollars and forty cents, to defray the Charges of the Year 1902.

The Colonial Secretary seconded. Carried.

## NEW TERRITORIES RENT.

The Attorney General moved the second reading of the Bill entitled An Ordinance to repeal the New Territories Rent Recovery Ordinance, addressed the Council.

The Colonial Secretary seconded. Carried.

## MARRIAGES OF BRITISH SUBJECTS.

In moving the second reading of the Bill entitled An Ordinance to give effect to an Order in Council made by His Majesty the King on the 12th day of March, 1903, relating to the Marriages of British Subjects in Foreign Countries, the Attorney General also addressed the Council.

The Colonial Secretary seconded and the Council went into Committee on the Bill which was read a third time and passed.

**WIRELESS TELEGRAPHY.** The Attorney General moved the second reading of the Bill entitled An Ordinance to authorize and regulate the establishment and use of installations for the purpose of Wireless Telegraphy.

The Council went into Committee and the bill was afterward read a third time and passed.

**SURRENDER OF FUGITIVE CRIMINALS.** The Attorney General moved the second reading of the Bill entitled An Ordinance to amend The Malay States (Fugitive Criminals) Surrender Ordinance, 1903.

The Colonial Secretary seconded. Carried.

The Council went into Committee and the Bill was read a third time and passed.

**ADJOURNMENT.** The Hon. Shewan moved the adjournment of the debate in order to call attention to the Colonial Secretary's reply to his question regarding the printing of the Ordinances. That reply he took to be in the negative, and he desired to call attention to the very great inconvenience which the mercantile community of the Colony suffered in not being able to get copies of the Ordinances.

The Hon. Sir Paul Chater seconded the motion.

The Colonial Secretary replied that 160 copies of each Ordinance were printed and that had been found sufficient. He did not know how many copies the Council had printed in 1899, but he reminded the hon. member that a new edition would shortly be available to the public.

The Council adjourned sine die.

**FINANCE COMMITTEE.** A meeting of the Finance Committee was then held, the Colonial Secretary presiding. On the proposition of the Chairman, seconded by the Colonial Treasurer, the financial minutes below embodying the following votes were unanimously passed and recommended for approval by the Legislative Council:—

**PUBLIC UTILITY.** A sum of \$12,000 to meet the cost of reconstructing the public mortuary during current year "under public mortuary, extension and reconstruction, public works extra-ordinary."

**QUEEN'S COLLEGE.** A sum of \$230 in aid of the cost under "other charges," Queen's College, education. Allowance for Chinese teachers. \$120.00  
Incidental expenses. 100.00  
\$320.00

**THE GAOL.** A sum of \$3,078 in aid of the vote for personal emoluments and other charges, Gaol Department.

Staff for the temporary prison (Belilios Reformatory) for 6 months ending 31st December, 1903:—Personal Emoluments:—  
1 principal warder at \$1,140 ..... \$ 570  
Do exchange compensa-  
tion at 1/8d ..... 456  
2 warders at 1/6d per annum each at 1/8d. 1,152  
1 clerk at \$360 per annum ..... 180  
4 assistant warders, at \$216 per annum  
each ..... 432  
2 cooks at \$96 per annum each ..... 96  
1 cook at \$96 per annum ..... 48

Other charges:—conveyance allowance, 144  
Total ..... \$3,078

The proceedings then terminated.

## HONGKONG ELECTRIC CO., LTD.

## ANNUAL MEETING.

The fourteenth ordinary yearly meeting of shareholders in the Hongkong Electric Company, Limited, was held at the Company's offices, No. 4, Queen's Building, at 12.30 this afternoon. There were present Mr. A. G. Wood (Chairman), Hon. Sir C. P. Chater, G.C.M.G., Hon. C. W. Dickson, Mr. G. H. Medhurst (directors), Dr. J. W. Noble, Messrs. T. H. Reid, G. M. Bain, J. T. M. White, J. R. Michael, R. R. Robt. O. Hepstie, and J. W. A. C. Bonnar (Secretary).

The Secretary having read the notice convening the meeting.

The Chairman said:—The report and accounts have been in your possession for some time, so, with your permission I will take them as read. I am sure that I may congratulate you on the continued good results shown in the accounts now before you; our net earnings amount to the sum of \$79,167.11 available for distribution, which enables us to pay a dividend of 9%, or 1% better than we have hitherto achieved and to write off \$34,741.11, a larger amount than before, for depreciation of plant and furniture and to carry forward \$3,453.00. In making this provision for depreciation we are continuing that policy which has been steadily followed to keep us in a position to meet the rapid but continued changes and improvements in electrical machinery and appliances.

Our manager, Mr. Wickham, is now on leave and during his stay in England and while on his return journey through the United States he will avail himself of any opportunity to gain information about any improvements which are likely to be of advantage to us in the alterations and extensions we may find it desirable to introduce. The use of the current for light and power continues to show a steady growth, being for this year the equivalent of upwards of 220 0 lamps of 8 candle power, against 16,300 last year, and lighting remains the same and the lifts operated by our service have increased from 9 to 11. The expenditure on working accounts has been in about normal proportion with the increase of the company's business, though we have been put to some additional outlay for coal as a better, that is less smoke making, quality to enable us to comply with the requirements of the Public Health Ordinances. Before moving the adoption of the report and accounts, I shall be pleased to answer any questions that shareholders may wish to ask.

There being no questions.

The Chairman proposed, and Mr. R. C. Wilcox seconded, that the report and accounts as presented be adopted and passed.

Carried.

**DIRECTORS.** Mr. T. H. Reid proposed the re-election of Messrs. G. H. Medhurst and A. G. Wood as directors.

Mr. Wheeley seconded and the motion was carried.

**AUDITORS.** On the proposition of Mr. J. R. Michael, seconded by Mr. G. M. Bain, Messrs. Gershon Stewart and C. W. May were re-elected auditors.

The Chairman:—That is all the business, gentlemen. I thank you for your attendance. The dividend warrants will be ready on Monday morning, and can be had on application at this office.

## THE ADMIRALTY DOCK.

## OFFICIAL OBSTINACY.

## A PREPOSTEROUS PROPOSAL.

The Hon. Sir Paul Chater, Kt., C.M.G., has kindly placed the following correspondence relating to the public petition in favour of the removal of the Admiralty Dock and Naval Yard to a more suitable site outside the city of Victoria, at the disposal of the Press:—

Hongkong, 9th April, 1903.  
SIR,—On the 26th ultimo you were good enough to receive a Deputation composed of representatives of the various Commercial interests in the Colony when the question of the proposed new Admiralty Dock was discussed and when as Chairman of the Deputation I had the honour to inform Your Excellency that we proposed to draw up a petition to the Right Honourable the Secretary of State for the Colonies praying that a Royal Commission be appointed to consider the whole question relating to the dock.

In consequence of the unanimous support this movement has received from all sections of the Hongkong Community a petition has now been prepared and though the time at our disposal has been limited signatures have been readily obtained including those of all classes and nationalities represented here and embracing, most, if not all, of the leading business firms in the Colony.

I have now the honour to hand Your Excellency this petition, with the request that you will be pleased to forward it to the Right Honourable the Secretary of State for the Colonies, and would further ask that Your Excellency be good enough, as soon as possible, to telegraph a summary of the petition to London.

In conclusion I would beg on behalf of this Community to express our gratitude for the kindly sympathy Your Excellency has shown to us in this matter, and to express the hope that with your able assistance the great improvement for the Colony advocated in our petition may be carried out.—I have &c.,

(Sd.) C. P. CHATER, Chairman.

His Excellency Sir Henry A. Blake, G.C.M.G., &c., &c., Government House, Hongkong, April 17th, 1903.

SIR,—I have the honour to acknowledge the receipt of your letter of the 9th instant enclosing a petition to the Secretary of State for the Colonies regarding the Naval Yard Extension and Dockyard, and to inform you that I have caused it to be transmitted to Mr. Chamberlain with an expression of my strong approval of the prayer which it embodies.

2. I have also, as requested in the third paragraph of your letter under acknowledgment, telegraphed a summary of the Petition to London.—I have the honour to be, Sir, Your most obedient servant,

HENRY A. BLAKE, Governor, &c.

The Honourable Sir C. P. Chater, G.C.M.G., Government House, Hongkong, 5th July, 1902.

SIR,—With reference to my letter of the 17th April (No. 2807/03/G.C.S.O.), I have the honour to inform you that a Despatch, of which the enclosed is a copy, has been received from the Secretary of State for the Colonies. I shall be glad if you will communicate its tenor to the other signatories of the Petition. I have the honour to be, Sir, Your most obedient servant,

HENRY A. BLAKE, Governor, &c.

The Honourable Sir C. P. Chater, G.C.M.G., Downing Street, 5th June, 1903.

SIR,—I have the honour to acknowledge the receipt of your despatch No. 184 of the 8th April last, forwarding a petition from residents in Hongkong to the effect that the Naval Yard should be removed to another site.

2. It is suggested that the present site of the Naval Yard is inadequate for the purposes of His Majesty's Navy, but I am informed by the Lords Commissioners of the Admiralty that, though it would no doubt be an advantage if more room were available for extension, the area of the Naval Yard, when completed, will be 392 acres, and there is space for the construction of another dock of the largest size, should an additional dock be found necessary at some future date. There is therefore no necessity from a Naval point of view, for any change of site.

3. Their Lordships also state that as the abandonment of the scheme for the extension works now under construction at the Naval Yard would mean postponing, for an indefinite period, the provision of a sufficient equipment for the British Naval base in the Far East, they could not under any circumstances consent to stop those works, the early completion of which they believe to be necessary to security.

4. Subject, however, to these extension works being completed, and to the Naval Yard continuing to occupy the present site and anchored until new accommodation had been provided, Their Lordships would be prepared to entertain a proposal to transfer the Yard, as soon as the Colony at its own cost had made equivalent provision for Naval requirements, on an approved site. I enclose an extract from the Admiralty on this subject.

5. You will observe that this scheme would involve the Colony in very heavy expenditure, and the expenditure would not be limited to the provision of a New Naval Yard and Dock, since the removal of the existing Yard would also necessitate the removal of the whole or large part of the Military Establishment adjoining the Naval Yard, and the erection of new Ordnance Stores, Magazines, Barracks, &c., and possibly of new defence works.

6. I have very carefully considered the whole subject, and while I am at once most reluctant to negative a proposal put forward by influential members of the community and supported by yourself, and am well aware how strong are the objections to existing arrangements, I regret to have to inform you that I have come to the conclusion that the expenditure would be heavier than the Colony could bear, and I therefore request you to inform the petitioners that I do not find myself able to meet their wishes.—I have &c.

(Sd.) J. CHAMBERLAIN, Governor Sir Henry A. Blake, G.C.M.G., &c., &c.

EXTRACT FROM A LETTER FROM THE ADMIRALTY TO COLONIAL OFFICE, DATED 9TH MARCH, 1903.

Their Lordships' first duty is to provide for necessities of His Majesty's ships on the China Station, present as well as future, and under no circumstances can they assent to abandon the present works, the early completion of which they believe to be necessary to security.

Subject, however, to the requirements of the Navy being met, Their Lordships are anxious to place no obstacle in the way of the commercial expansion of the Colony, and they fully recognize that it is best whenever possible to establish Naval Stations outside the boundaries of great Commercial Harbours.

Whilst, therefore, Their Lordships for the reasons already stated cannot see their way to themselves negotiate for any new site for the Naval Yard, they would not refuse to consider an offer from the Colony to provide equivalent accommodation on an approved site.

## SUGGESTING EQUIVALENT ACCOMMODATION.

Their Lordships have in view not only the Docks, Basins, Stores, Magazines, Workshops and other accessories to a Naval Yard, but also the available anchorage, and whatever defences are necessary to ensure security equal to that obtained under present conditions, and it might also be necessary to replace the Naval Hospital which is in the vicinity of the present Yard.

It is further necessary that the Navy should continue to occupy the present Yard and anchorage until the new establishment is ready, and can be handed over to them.

If the Colonial Authorities are prepared to deal with the matter on this basis, I am to suggest that they should in the first instance forward particulars of any sites they propose to offer, which must not be on the mainland.

Should Their Lordships find it possible to accept any one of these sites, the details of all necessary works would next have to be considered and agreed to. These could then be executed by the Colonial Government to Their Lordships' satisfaction, but entirely at its own cost.

When completed the new establishment could be taken over by the Navy, and the present Yard handed over to the Colonial Government.

## THE PLAGUE.

Four additional cases of plague were reported during the twenty-four hours ended at noon to-day. They were all Chinese and ended fatally. The number of cases since the beginning of the year is 1,332.

## BELLILIOS REFORMATORY.

By order-in-council dated the 27th ult., and in pursuance of the power vested in him by section 2 of Ordinance 7 of 1899, H.E. the Governor has ordered that the site and buildings known as the Bellilios Reformatory be set apart for the purpose of a prison.

## THE USE OF SEARCH LIGHTS, ETC.

## IN HONGKONG HARBOUR.

A Government notification, dated 26th ult., is printed in the Gazette of 10th inst., as follows:—"Officers in command of foreign ships (I war are informed:—



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## HONGKONG IN 1902.

The history of the Colony in 1902 is officially recorded in H. E. Sir Henry A. Blake's report on the Blue Book laid before the Legislative Council this afternoon. The report reads as follows:

Government House,  
Hongkong, 22nd June, 1903.

Sir, I have the honour to submit, for your information, the following general report on the annual Blue Book for the year 1902.

## FINANCES.

The revenue for 1902 exclusive of land sales amounted to \$4,329,712.48. Land sales for the year reached \$71,361.22. The total revenue from all sources was therefore \$4,401,073.70, or \$295,108.70 more than the estimate. All the main sources of revenue showed an excess over the estimated receipts with the exception of interest on credit balances and the water account, which yielded \$2,996,080 and \$1,405,553 respectively less than the estimate.

Licences and internal revenue showed an excess of no less than \$18,340.55 over the estimate, and there were also considerable excesses under fees of court or office, &c., post office and light dues.

The expenditure for the year, chiefly owing to the sums disbursed (under the head of miscellaneous services) in connection with plague, was very large, and far in excess of the estimate. The estimated expenditure (including that on public works extraordinary) was \$4,558,955.26, but the actual disbursements exceeded this estimate by \$1,509,594.51.

The total actual expenditure was \$5,999,548.51. Deducting from this the total actual receipts, there was a deficit of \$1,068,474.81 on the actual working of the year, though the surplus of assets on December 31st amounted to \$66,869 exclusive of arrears of revenue.

(a) General Revenue and Expenditure.

Here follows a brief abstract of revenue and expenditure for the years 1901 and 1902.

(b) Assets and Liabilities.

At the end of the year 1902 the surplus of the assets of the Colony over the liabilities amounted to \$66,869.48, the total assets being \$811,903.29 exclusive of arrears of revenue amounting to \$90,780 and the total liabilities to \$745,033.81.

(c) Public Debt.

There is a public debt of £341,799.15 outstanding. The original debt was incurred in connection with the water reclamation, the central market, and water, drainage and sewerage works.

Interest at 3½% is payable upon the loan, which is being paid off by a sinking fund.

## TRADE, INDUSTRIES, FISHERIES, AGRICULTURE AND LAND.

## (a) Trade and Shipping.

A table is appended showing the principal articles of export in the year 1902 in vessels of European construction, compared with similar returns for 1901.

It will be observed that coal imports resumed their upward tendency, and the figure for 1902 is not appreciably smaller than that for the abnormal year 1901. Still more noticeable are the large increases in the import of opium and rice.

The principal features to be remarked in the reported trade of the port for 1902 are:—An imports reported—

Increases in	Opium of 69.6%
"	" Rice of 32.6%
"	" General of 15.7%
"	" Coal of 13.4%
"	" Sugar of 11.3%
"	" Timber of 10.7%
Decreases in	" Hemp of 26.5%
"	" Flour of 25.1%
"	" Bulk oil of 22.9%
"	" Case oil of 22.5%
"	" Cotton of 20.3%

The net increase under this head amounts to 482,476 tons. In exports, there is an increase reported of 126,874 tons. In transit cargo is an increase reported of 237,812 tons.

The total reported import trade of the port for 1902 amounted to 26,037 vessels of 9,867,486 tons carrying 6,921,928 tons of cargo, of which 4,549,531 tons were discharged at Hongkong. This does not include the number, tonnage or cargo of local trade junks, or steam launches. These returns showed a decided improvement upon the returns for 1901, when the import trade was much depressed. This is a hopeful sign, especially as the further fall in silver exchange and the high values ruling on the home markets in certain staple commodities continued throughout the year to militate against the import trade of the Colony. It must not be forgotten that figures such as those given above are necessarily imperfect in the case of a free port. The returns depend for accuracy upon the information voluntarily afforded to the Harbour Master by the masters and agents of the vessels concerned, and their reliability cannot be tested as thoroughly as might be desired. The total tonnage entering and clearing during the year amounted to 15,528,780 tons, being an increase, compared with 1901, of 2,033,366 tons and 3,083,644 tons in excess of any previous year. There was 51,542 arrivals of 10,783,502 tons, and 51,547 departures of 10,754,798 tons. Of British ocean-going tonnage, 3,010,441 tons entered, and 3,005,148 tons cleared. Of British river steamers, 1,775,960 tons entered, and 1,780,238 tons cleared. Of foreign ocean-going tonnage, 3,273,817 tons entered, and 3,238,719 tons cleared. Of foreign river steamers, 95,766 tons entered, and 95,909 tons cleared. Of steam launches trading to ports outside the Colony, 97,607 tons entered, and 97,607 tons cleared. Of junks in foreign trade, 1,613,875 tons entered, and 1,624,344 tons cleared.

Of junks in local trade, 916,016 tons entered, and 903,313 tons cleared. Thus—

British ocean-going tonnage represented,	27.94%
" river	16.5%
Foreign ocean-going	30.2%
" river	0.9%
Steam launches in foreign trade	15.04%
Junks	8.45%
	100.00%

A comparison between the years 1901 and 1902 is given in a table attached.

For vessel under the British flag, the table shows an increase of 387 ships of 358,148 tons. These figures are, however, misleading, for river steamers are responsible for an increase of 397 ships of 157,539 tons. This leaves a net decrease of 10 ocean-going ships, with an increase in tonnage of 200,609 tons. The above increase in river steamers is due to the fact that in 1901 one vessel which ran in 1902 and not in 1901 was more than counterbalanced by two which started to run at the end of 1901, and two which started to run at the beginning of 1902. The fall of 10 ocean-going vessels is a genuine decrease, which loses a portion of its significance when we consider the increased size of vessels as evidenced by the increase in tonnage. For vessels under foreign flags, we find a large increase, viz., 1,267 ships of 1,358,709 tons, of which 301 ships of 93,517 tons are due to river steamers, one new French vessel having started to run in 1902, and another French ship having run more often in 1902 than in 1901. The remainder, 966 ships of 1,265,192 tons, is due to—

An increase of 433 Nor. ships of 372,021 tons.

" 186 Ger. " of 231,519  
" 189 Chn. " of 307,689  
" 129 Jap. " of 342,668  
and smaller increases in other nationalities.

The actual number of ships of European construction (exclusive of river steamers and steam launches), entering the port during 1902, was 718, of which 350 were British, and 368 foreign. These 718 ships entered 4,047 times, giving a total tonnage entered of 6,284,258 tons. Thus, compared with 1901, 37 more ships entered 477 more times, and gave a total tonnage increased by 728,926 tons.

Another table indicates the nationality of the various ships entering the port, the numbers of vessels under each flag and the tonnage carried by them, compared with the similar figures for the previous year.

The total revenue collected by the Harbour Department during the year was \$266,766.99, being an increase of \$15,168.60 on the previous year.

## (b) Industries.

Most of the local industries of the Colony were carried on with satisfactory results during 1902 and were less hampered by plague than during the preceding year. The fall in the exchange value of silver, to which Sir W. Gascoigne referred in his Blue Book Report for 1901, continued throughout 1902 with hardly a break. The effect of this fall, however, embarrasing in other respects, is undoubtedly advantageous as regards many local productions and industries. Cotton spinning in Hongkong was carried on in 1902 under more favourable circumstances than have prevailed since the cessation of this industry. Comparatively immunity from plague together with improved skill on the part of operatives resulted in largely increased production, and, aided by declining exchange which checked excessive imports of Indian yarns, the local spinners were freely sold at gradually advancing dollar prices. Under normal conditions the progress of this industry may now reasonably be considered as assured, but the possibility of an annual recurrence of plague which experience has proved drives many of the work-people from the Colony, owing to their strong dislike to the measures instituted by the sanitary authorities, is a factor which must not be overlooked in attempting a forecast. The sugar industry had many adverse conditions to contend against during the year, which was not unfavourable one. Chief among these was increased competition with bounty-fed beet sugars, which low prices in Europe (the result of enormous overproduction) allowed of being placed in Eastern markets at a level never before reached. The preferential treatment accorded to refineries in Japan and the very onerous conditions there to be contended against constitute a very severe handicap to trade with that country, which was formerly an important outlet for the production in Hongkong. Scarcity of water and greatly increased cost of labour were factors which further conducted to an unfavourable result to local refineries. In other respects the outlook for industrial enterprise in Hongkong is on the whole promising.

## (c) Fisheries.

A considerable proportion of the boat-population of Hongkong is dependent upon deep-sea fishing, in which pursuit a large number of junks are engaged. In the immediate neighbourhood of the Colony, or within its territorial waters, the fishing industry has not assumed any considerable dimensions. About \$2,000 was paid into the Treasury during the year from fees for fishing stakes and station licences in the New Territory.

## (d) Forestry, Botanical, Science and Agriculture.

Nearly 6,500 new trees were planted in Hongkong during the year, and more than 31,500 in the New Territory, the majority being pines. It has been found that camphors will grow successfully in the New Territory and nearly 3,000 of these trees were planted in the neighbourhood of the new Tai Po Road. Forestry and botanical work generally made good progress during the year, though hampered to a considerable extent by the excessive drought in the spring and the severity of the typhoons during July. Good experimental work is carried on by a Chinese gentleman in the New Territory, who has under cultivation sugar cane, mulberries, and various fruit trees, flowers and vegetables. As the cultivation is carried on strictly according to Western methods, and with the assistance of Government, it is hoped that the Chinese of the New Territory will benefit by this excellent object-lesson. In another district of the New Territory a considerable area is being cultivated by a small company under European supervision. So far success has attended the growing of vegetables, and both hemp and Chinese tobacco give promise of repaying cultivation.

## (e) Land Grants and General Value of Land.

Sales of Crown land for the year 1902 amounted in value to \$71,361.22, or more than \$70,000 in excess of the estimated receipts from this source, and more than \$330,000 over the actual receipts for 1901. The only year in which a larger sum has been realized was 1900, when the receipts were \$816,222. The value of the land in the New Territory which is contiguous to the harbour or south of the Kowloon range of hills has enormously increased in value since the British occupation commenced. As an example of this, a case may be cited of a small land-owner who before the New Territory was taken over held about 127 acres of land near Devil's Peak, west of the Lyceum Pass, and paid a tax to the Chinese authorities of \$5 per annum. As soon as his title to the land was confirmed by the Hongkong Land Co., he sold to a local company for \$800,000. The cadastral survey of the New Territory and the demarcation of the farm lots was a difficult and costly work owing to the rugged and mountainous nature of the ground and the small size of the holdings. This work is now practically finished, and rapid progress is being made with the new re-rod. Building land in the urban portion of the Colony is limited in extent and continues to be very costly.

## III.—LEGISLATION.

Forty-seven ordinances were passed during 1902, of which twenty-two were amending and twelve private ordinances. The dependence of the Colony for its water-supply on the annual rainfall, and the occurrence of a serious water famine in the spring of the year under review, showed the necessity of introducing new legislation to regulate and control the supply. The result was the Waterworks Consolidation Ordinance, which has for its object the economizing of water. Four ordinances dealt with the New Territory, chiefly in connection with Crown lands resumption, rent recovery, and the registration of titles. Of the private measures the most important was the Tramway Ordinance (No. 10 of 1902), by which the construction of an electric tramway within the Colony was authorised and the necessary legal powers conferred upon the Company by which the tramway is to be constructed.

## IV.—EDUCATION.

The educational system in the Colony is at present undergoing revision, and it is as yet too early to speak with confidence of the results, which may be expected from measures which are, to some extent, only tentative. Of recent years the demand among the Chinese for instruction in the English language has largely increased, and it is now seen that all the Anglo-Chinese schools of the Colony

are full, and many would-be pupils cannot find admission. There is also a growing number of night-schools and other non-aided institutions where English is taught. One such school, founded little more than a year ago, has a total enrolment of 300; and application has been made by its manager for its inclusion, under the Government Code, among aided schools. Of Government schools, Queen's College, with an average attendance of nearly one thousand, is the most important. Three Anglo-Chinese District Schools, with a total enrolment of about 400, were entirely re-constituted and put under European headmasters from the end of the year. Of aided Anglo-Chinese schools, the Roman Catholic Cathedral school has an average attendance of over one hundred. All these schools, a large proportion of the staff consists of European masters. During the year a school for children (both sexes) of European British parentage was established at Kowloon; it has already a total enrolment of over sixty. A committee was appointed early in the year to consider the whole question of education in the Colony; and it published a report in which were enunciated several important principles. Of these perhaps the most universally accepted is the dictum that while educating Chinese in English and Western knowledge, it is also desirable to ensure a certain standard of proficiency in the Chinese written language. The Inspector of Schools, who was in England during the summer, made a study of the methods employed by the Board of Education, and on his return drew up a new code for aided schools. This draft has since received the full approval of the managers of schools.

## V.—PUBLIC WORKS.

The principal public works undertaken or completed within the year were the new Law Courts, the road to Tai Po, the Western Market, the new Harbour Office, an extension of the Tytan Reservoir, the Kowloon Water-works, and the Governor's new Park Residence. The Law Courts are to be built on the Praya Reclamation. The greater part of the year was occupied in forming the foundations, which were nearly completed. The road to Tai Po, the administrative centre of the New Territory, was practically finished. Its width is 14 feet and its length 13 miles. The foundations of the new Western Market were nearly completed up to ground level, and also those of the new Harbour Office. The new water-works at Tytan and Kowloon have been undertaken in consequence of the inadequacy of the existing water supply to meet the requirements of the city of Victoria during the dry seasons. The excavation of the foundations for the new Tytan Reservoir, over a length of about 28 feet, was practically completed, and a portion was filled in with cement concrete. The new Kowloon Water-works scheme is in the hands of a firm of local architects and engineers. Beyond the laying of mains, the defining of drainage boundaries and a certain amount of excavation, there has not yet been time to make any decided progress with the work. The Governor's new Park Residence was completed in July and occupied shortly afterwards. The house is large and substantial and stands near the highest point on the island. The total amount spent on public works extraordinary during the year was \$1,577,103; and of works annually recurrent \$68,793. Of the former sum, \$68,000 was expended on the purchase of a site on the Praya Reclamation for the new post office.

## VI.—GOVERNMENT INSTITUTIONS.

(a) Hospitals.—Hospitals consist of the Civil Hospital, to which is attached an Infirmary, Maternity Hospital; Kennedy Town Infectious Diseases Hospital, and the bulk Hygiene. The Civil Hospital contains 150 beds in 20 wards; the Maternity Hospital 6 beds for Europeans and 4 for Asiatics; and Kennedy Town Hospital 26 beds in the main building. In 1902, 706 cases were treated at Kennedy Town, of which 94 were cases of plague, 10 of small-pox and 52 of cholera. 3,108 in-patients and 11,815 out-patients were treated at the Government Civil Hospital in 1902. There was a decided decrease in the number of admissions from malaria fever, the figures being 149 as compared with 787 in 1901. The Tytan is mainly supported by voluntary subscriptions, and only receives small contribution from the Government. It takes the place of Poor-house and Hospital for Chinese sick and destitute. Chinese as well as European methods of treatment are employed in accordance with the wishes expressed by the patients or those who are responsible for them.

(b) Lunatic Asylum.—The Lunatic Asylum is under the direction of the Principal Civil Medical Officer. European and Chinese patients are separated; the European portion of the Asylum containing 8 beds in 8 separate wards, and the Chinese portion 16 beds. 20 patients of all races were treated during 1902, and there were 13 deaths.

Other Government Institutions.—The Prison, Observatory, Post Office, Educational establishments and other Government institutions are dealt with under separate heads.

## VII.—INSURRECTIONS AND SUPPORT BY GOVERNMENT.

Among institutions recognised and encouraged but not to any considerable extent supported by Government may be mentioned the Po Leung Kuk and the College of Medicine for Chinese. The Po Leung Kuk is a institution presided over by the Registrar-General and an annually elected Committee of twelve Chinese gentlemen, for the protection of women and children. The inmates of the home receive daily instruction in elementary subjects and sometimes earn pocket-money by doing needle-work. During 1902 a total of 617 persons were admitted, made up of 494 women, 93 young girls, and 30 men boys. Of these, 287 were restored to the parents or sent to charitable institutions, and 330 were sent to military schools and penitents, 19 were married, adopted, and 3 allowed to leave. The home is medically aided by one of the Colonial Surgeons. The Hongkong College of Medicine for Chinese was founded in 1887, for the purpose of teaching surgery, medicine and midwifery, especially to Chinese. The Government of the College is vested in the Council, of which the Rector of the College, who has always been a Government official, is President. 76 students have been enrolled up to 1902, and of these 18 have been qualified licentiates and have obtained various posts under Government and elsewhere. The institution is of great value in spreading a knowledge of Western medicine among the Chinese, and in addition to employment of certain of the licentiates in the public service, the senior students have frequently been made use of for various purposes during epidemic seasons. A Government grant of £1,500 is made to the College, to be used as a honorarium to the lecturers.

## VIII.—CRIMINAL AND LICENSING.

The number of convictions by the Superior Courts during the last five years are as follows:—

Year	For Offences against the Person	For Offences against Property	For Offences against Public Order	For Offences against the Government	For Offences against the Colonies
1898	19	49	54	55	55
1899	17	47	52	53	54
1900	16	46	51	52	53
1901	15	45	50	51	52
1902	14	44	49	50	51

The number of convictions by the Magistrate's Courts during the last five years are as follows:—

Year	For Offences against the Person	For Offences against Property	For Offences against Public Order	For Offences against the Government	For Offences against the Colonies
1898	1,041	1,041	1,041	1,041	1,041
1899	1,041	1,041	1,041	1,041	1,041
1900	1,041	1,041	1,041	1,041	1,041
1901	1,041	1,041	1,041	1,041	1,041
1902	1,041	1,041	1,041	1,041	1,041

The number of convictions by the Magistrate's Courts during the last five years are as follows:—

Year	For Offences against the Person	For Offences against Property	For Offences against Public Order	For Offences against the Government	For Offences against the Colonies
1898	1,041	1,041	1,041	1,041	1,041
1899	1,041	1,041	1,041	1,041	1,041
1900	1,041	1,041	1,041	1,041	1,041
1901	1,041	1,041	1,041	1,041	1,041
1902	1,041	1,041	1,041	1,041	1,041

division of these cases into serious and minor offences there appears an increase, as compared with 1901, of 594 cases or 17.45 per cent. in the former, and of 655 cases or 11.15 per cent. in the latter. The serious offences in which the increase was most noticeable were burglary and larceny. The increase in crime in the Colony is no doubt largely due to the restlessness of the neighbouring districts in China, and the influx of Chinese paupers who were the victims of bad harvest and spasmodic rebellions in the two adjoining provinces. The police force is composed of 133 Europeans, 367 Indians and 419 Chinese, and has thus increased, largely owing to the necessities of the New Territory, by nearly 300 members during the past five years. The executive staff consists of a Captain Superintendent, a deputy and two assistant superintendents. The daily average of prisoners confined in the gaol during 1902 was 576. The average may be said to have been raised by about 25 per cent. during the past ten years. Constant attention is given to the instruction of long-term prisoners (first offenders) of good conduct, who are employed at industrial labour, viz.—boot and shoe-making, tailoring, mat-making, carpentry, tin-smithing, net-making, mattress-making, rattan work, knitting, printing and book-binding—the knowledge of which is useful and educational, rendering many of them much better adapted to earn an honest livelihood after their discharge from prison. The total number of forms printed at the gaol during the year 1902 was 3,050,828, and 11,949 books were bound. The value of work done by the printing and book-binding department was \$26,092.33. Deducting the cost of paper, leather, &c., used during the year, from the earnings, the total profits on all industrial labour amounted to \$29,439.91 for year 1902. The Chinese inhabitants contribute by a voluntary assessment among themselves to the pay of district watchmen, a native force which is of material assistance to the regular police. During the year 1902 over \$17,000 was contributed for this purpose.

## IX.—VITAL STATISTICS.

## (a) Population.

The last census was taken in January, 1901, when the population was found to be 283,973, exclusive of the army and navy. The estimated population at the beginning of the year under review, (the naval and military forces being similarly excluded from the estimate), was 317,841, including 18,524 non-Chinese. This is exclusive of the New Territory, the population of which is probably slightly under 100,000. The total population of the Colony may therefore be estimated in round figures at 421,000, of all nationalities. The total number of births registered in the Colony was 12,000, of deaths 6,783. This gives an annual birth rate of 3.8 and a death-rate of 2.17 per 1,000. The excess of deaths over births is explained by the fact that thousands of Chinese families are represented in Hongkong by men only, and that a large proportion of the population of the Colony is a floating population of adult males. It should also be remembered that a large proportion of births among the Chinese remains unregistered. The preponderance of male over female births is very marked among the Chinese community, being in the proportion of 100 males to every 100 females. The proportion among the non-Chinese community was 111 to 100 as compared with 107 to 100 in 1901.

## (b) Public Health and Sanitation.

The Colony was again visited by plague in the spring and summer of 1902, though the outbreak was much less severe than in several former years. 546 Chinese are known to have died of this disease in the Colony, and 26 members of the British and foreign community, which includes Asiatic Portuguese, 57 cases of small-pox, of which 41 were fatal, occurred during the year, and a somewhat serious outbreak of cholera which was responsible for 433 deaths took place synchronously with plague. It is probable that the spread of the disease was encouraged by the shortage of the water-supply in the spring, which was the result of the deficient rainfall of 1901. There were 425 deaths from malaria fever, and 453 from beriberi. The total number of deaths from all causes was 6,783, including 352 members of the British and foreign community. There was a very marked diminution in the number of malaria fever cases reported from the New Territory. The treatment with larvicide of the breeding places of the anopheles mosquito is still being actively continued with good results. The sanitary condition of the city still leaves much to be desired, and the overcrowding in Chinese tenement houses is excessive. New legislation will ameliorate present conditions by degrees, but it is evident that real improvement can only be gradually attained. A new consolidating and amending law relating to buildings and public health was prepared with great care under the supervision and by the advice of Mr. Osbert Chadwick, C.M.G., and Professor Simpson, M.D., who, as experts in sanitation and plague respectively, were commissioned to hold investigations into the present sanitary condition of the city and to trace the causes of the continued prevalence of bubonic plague. The new Ordinance, which embodies most of the recommendations of Messrs. Chadwick and Simpson, did not actually come into operation during 1902, though it practically passed through all its legislative stages before the end of the year.

## (c) Climate.

The average monthly temperature throughout the year has been 73.4° F., as compared with 72.1° F. during 1901; the maximum monthly temperature was attained in the month of August and September when it reached 81.8° F., and the minimum monthly temperature was recorded in the month of February, being 59.5° F. The highest recorded temperature during the year was 92.2° F. on July 27th, and the lowest 40.5° F. on February 4th. The returns from the Hongkong Observatory show that the total rainfall for the year was 97.5 inches as compared with 55.78 inches in 1901 and an average of 77.36 inches during the past ten years. The wettest month was May with 26.73 inches, while there were also 26.1 inches of rain in the month of August; the driest month was February with only 0.02 inch. The greatest amount of rain which fell on any one day was 8.06 inches on August 2nd, while no rain fell on 23 days of the year; the relative humidity of the atmosphere throughout the year was 75.6 per cent., as compared with 75 per cent. in the previous year, while during March to August it averaged continuously over 82 per cent. The average daily amount of the sunshine throughout the year was 5.3 hours, and on 51 days no sunshine was recorded.

## X.—POSTAL SERVICE.

The revenue derived from all sources of the postal service amounted to \$287,066.19, an increase of \$4,544.61 on that of the previous year. The sale of stamps realised \$354,990, or \$29,886.01 more than was realised in 1901. All branches of the postal organisation shared in the general increase except exchange on money order transactions, the profits of which showed a decrease from slightly over \$10,000 to \$7,768. It is hoped that before long a direct parcel post exchange with the United States of America will be established, effecting an appreciable reduction in the time now occupied in transit. The penny letter postage was extended to the British postal agencies in China from 15th February, 1903, and the rate at Amoy, Canton, Fuzhou, Hankow, Hiohoh, Lip Kow, Shanghai, Ningpo, Shanghai and Swatow.

## XI.—MILITARY FORCES AND EXPENDITURE.

## (a) Regular Forces.

A return shows the number and nature of the forces employed in the Colony during 1902. The 2nd Battalion of the R. W. F. left the command on the 9th November, and were relieved by the Sherwood Foresters. The 22nd Bombay Infantry and the 5th Infantry Hyderabad Contingent left on the 9th August and 24th June, respectively, and were replaced by the 10th Bombay Light Infantry, the 14th Bombay Infantry and the 33rd Burma Infantry.

## (b) Colonial Contribution.

The Colony contributed \$914,058.85 (being the statutory contribution of 20% of revenue) towards the cost of the maintenance of the regular forces in the Colony, and Barrack Services.

## (c) Volunteer Corps.

The total establishment of the Corps is 400 of all ranks. The strength in 1902 was 274, made up as follows:—Staff, 6; 2 Garrison Artillery companies, 235; 1 Engineer company, 27; and a Band, 9. The Field Battery, Machine Gun companies and Infantry company were changed to two Garrison Artillery companies during 1902. The expenditure on the Volunteers, which is entirely borne by the Colony, was \$12,026.91.

## GENERAL OBSERVATIONS.

From 4th January, 1902, to 8th September, 1902, during my absence on leave, Sir W. J. Gascoigne, C.M.G., administered the Government. In April, 1902, Mr. W. M. Goodman was appointed Chief Justice, and towards the close of the year received the honour of Knighthood. Sir Henry Spencer Berkeley, late Chief Justice of Fiji, succeeded him in the office of Attorney-General. Mr. J. H. Stewart-Lockhart, C.M.G., was appointed Commissioner of Weihaiwei in April, 1902, and was succeeded as Colonial Secretary by Mr. F. H. May, C.M.G. The Coronation of His Majesty the King was celebrated in the Colony by a special service in the Cathedral, by general illuminations, and by the presentation of loyal addresses. A statue of His Royal Highness the Duke of Connaught—the gift of Sir Paul Chater, C.M.G.—was unveiled on 5th July, 1902, and it was announced on that occasion that the same donor, Mr. J. J. Bell, was intended to present the Colony with a statue of His Majesty the King and of His Royal Highness the Prince of Wales.

The New Territory has continued its gradual and peaceful development; and it is not for the occasional inroads of disorderly characters from the Chinese side of the frontier there should be but little to record in the way of robbery or outrage. The demarcation of the whole of the New Territory, with the exception of certain strips, and the Island of Lamma, was finished during the year. The construction of an excellent road from Kowloon to Tai Po, a distance of about 18 miles, was practically completed. The system of police stations is also complete, and nearly every station is connected with the city by telephone. The settlement of land claims has been steadily progressing, and it is hoped that the work for which the temporary Land Court was created will shortly be concluded. The area of the New Territory is about 39 square miles, of which the cultivated area is about 4,000 acres or 6 square miles. The estimated population is slightly over 100,000. At present the expenditure on the New Territory, largely due to the cost of the Land Court and public works extraordinary, is considerably in excess of the revenue; but judging from the present rate of progress and prospects for the future it may be expected that the revenue will equal the expenditure within seven or eight years. The local Chamber of Commerce has pronounced itself strongly in favour of the compulsory adoption of the metric system of weights and measures throughout the Empire, and will welcome any change in that direction. In spite of the depression caused especially in import trade, by the fluctuation in the silver market and other more remote causes, the prosperity of the Colony has continued to expand during the past year. Statistics show that in spite of the heavy drain upon the resources of the Colony caused directly and indirectly by the annual recurrence of plague, the financial position of the Colony is sound and gives no cause for uneasiness for the future. At the same time it is well to remember that the assets of this Colony are practically the goodwill of its commerce, and it is only by a continuance of its sea-borne trade—which fortunately as yet shows no signs of declining—that the Colony can expect to remain in its present prosperous condition.

## HENRY A. BLAKE, Governor.

The Rt. Hon. Lord Chamberlain, M.P., His Majesty's Principal Secretary of State for the Colonies, etc., etc.

## HOW BRITISH SUBJECTS HAVE MADE RUSSIA.

To those who know something of the expansion of Russia, how she has risen to a Great Power, and how the Romanoffs have risen to the "Situation in the Far East," which has been the leading line in the newspapers for so many months, affords a strange object lesson in the art of irony. Juggling with mysterious treaties manipulating solemn-looking Oriental, who inevitably recall Bret Harte—the Czar stands on Chinese soil, obdurate even defiant. He has outwitted our statesmen at every turn. He pooh-poohs those whose ancestors were expert diplomats when his own were barbaric, he bamboozles the British, his shadow dogs at every step in the East just as Napoleon















all the way, averaging 40 in. wide and 7 dwt. in value. A second winze (2) 200 ft. S. is 63 ft. down, with a lode averaging 48 in. and 5 dwt. And a third winze (3) at 150 ft. N. of the shaft had reached 57 ft. on a lode of 48 in. and 2 dwt. when it was suspended till the shaft should drain it; this has now taken place, and sinking is resumed. It will thus be seen not only that the most vigorous development work is proceeding at the lowest depth reached, but that strong and payable stone is being got ready for stopping, though it will probably be six to eight months before any need can arise for drawing mill supplies from here.

The No. 3 Level is at 240 ft.—A crosscut for 20 ft. W. from the shaft struck the main lode, and the level was then carried on this 600 ft. S. For almost 200 ft. the lode was well defined, 5 ft. wide, and worth 5 dwt., but it split at (d). The footwall branch was further driven on for 30 ft. to (e), where it ceases, having averaged less than 2 dwt. The hanging wall branch was driven on for about 20 ft. from (d), and then abandoned as worthless. Later, at (f), it was again reached by a crosscut of 15 ft. and was driven on to (g), averaging for the last 100 ft. 3 ft. wide and 4 dwt. value, but afterwards falling in size and value, till it disappeared entirely. Coming back 40 ft., a crosscut (h) put in for 65 ft. E. to make sure nothing had been missed, cut a seam 12 in. wide, but very poor, and this was followed both ways until it died out.

Northwards the drive was extended 550 ft. to (i) having carried the lode up to about 470 ft., measuring 4 ft. to 5 ft. thick and worth about 4 dwt. The lode then cut out, and 80 ft. of subsequent driving has been fruitless.

Crosscuts were put in both E. and W., at the end of the lode. The latter found nothing. The former discovered the East branch (4) which at this point, was reported to be nearly worth 300; but no sample since has given 3 dwt., and after about 100 ft. of fruitless driving it has been stopped.

It may be mentioned in passing, that the "New Main Shaft" commenced by a former management, but scathingly condemned and stopped by the visiting Engineers who reported in 1901, was destined only to develop this proved worthless ground.

Stopping in the back of this level is in progress at various points between where the split occurred and 470 ft. N. The whole of the ground is being taken out up to the next level. For 150 ft. S. of (j) on the hanging wall branch we are also stopping.

The significance of this is intensified by the fact that the Special Reports, published nearly two years ago, virtually condemned this property on the prospects of this level. On the advice then given, it was practically abandoned, and a special "intermediate" level was driven at 200 ft. to take out the stone overhead. At this moment there is no less than 820 ft. in length of lode on this level, from the backs of which we are sipping out just as good average ore as any being produced in other parts of the mine. The Special Reports of March and May, 1901, were just as wide of the mark in one direction as the estimate "300,000 tons of reserves in sight," quoted by the Annual Report of Feb., 1900, was wrong in the other; and the driving of the 200 ft. intermediate level was a needless waste of money.

The No. 2 Level at 150 ft. is reached by a crosscut of 45 ft. W. from the shaft. The lode was driven on for 1,400 ft. S. and 1,500 ft. N., connecting with the South and North Koman shafts respectively. All ground, both S. and N., except a section which is reached by the tunnel (h), has been long since taken out wherever it was payable, only apparently worthless ground being left.

At 70 ft. S. from the junction of the tunnel with the main lode, this latter has died out. Northwards the drive has been carried 300 ft. in all, a portion being a branch vein. At 240 ft. N. on the main lode, old workings were entered. The lode has ranged in width from 1 ft. to 5 ft. throughout, and has afforded a quantity of payable stone which has been a very useful help while we have been engaged on deep development work which should have been done years ago.

The existence of scattered lode matter and of old workings upon the crown and E. flank of Koman Hill, in positions precluding their identity with the lode or lodes hitherto worked by us, has induced us to undertake energetic prospecting in this region, which offers a splendid site for a Main shaft destined to prove the deeper ground, as must unquestionably be done sooner or later.

The West tunnel or adit (i) has extended eastwards a distance of 180 ft. to (m), and is still advancing. At the same time, a new adit or tunnel (n), has been driven from the E. side of the hill for a distance of 230 ft. At 170 ft. it cut a strongly healthy-looking lode 3 ft. thick and carrying gold, though not yet payable; on this a total of 50 ft. of driving N. and S. has been done. There is still some 200 ft. of ground to be covered between the two advancing tunnels, in which it is more than likely another lode will be found, as this is not sufficiently far to the W. to correspond with the old surface workings.

A further piece of work with the same object is the Crosscut (o), on the 140 ft. level, which has been prolonged E. to a total of 170 ft. up to which point it had discovered nothing.

The "surface prospecting" alluded to in Report for 28th February, 1902, "at about a mile East of the Bukit Koman line of reef" has been resumed. Some 40 ft. of driving has been done northwards from the outcrop of a body of stone about 18 in. thick, with accompanying lode matter making nearly 4 ft. in all. This seems to be unquestionably identical with a similar occurrence which has been encountered at least two miles north in the Queensland Raub Co. mine. It has been described by Mr. Fisher in both cases as "a," and further he submits that it "may be a dyke," and states that it "shows very clearly powerful igneous alteration of the country." Some further development is necessary to settle these points conclusively, but at present I regard it rather as a quartz reef than as a dyke. It has given assays up to 2 dwt., and is being followed up. At the Queensland Raub end it was rich at the point of contact with the main lode, but deteriorated after a few feet. The "country" here is no longer slate but sandstone.

#### BUKIT HITAM.

(See sep. rate plan.) The Main Shaft is 290 ft. deep, including a sump or well of 30 ft.

The No. 3 Level is at 260 ft. There was no lode in this shaft at this depth, and a crosscut E. was driven 170 ft. At 140 ft. it encountered a "slide" or cross-course (a), carrying quartz; this was traversed diagonally for 30 ft., and was quite barren throughout. The main drive was then pushed S., following the true course of the lode as known in the level above. At 80 ft. it passed through the "slide" (a) (not 5 ft. thick) and then picked up the lode which, at (b), was 15 in. wide and worth 5 dwt. It is now at 216 ft., and carries a lode of 6 in., and 4 dwt.

True lode. After 40 ft. this was considered as proved.

The No. 2 Level is at 160 ft. About 40 ft. of crosscutting E. from the shaft sufficed to strike the "slide" and at the same time the point of the lode (d). The lode has been followed S. for 480 ft. It was fairly continuous for the first 250 ft., averaging about 2 1/2 ft. wide, and yielding a good stone. For the next 150 ft. it narrowed considerably and became poor—12 in. to 15 in. wide and from 2 dwt. to nil—the stone having to be picked before sending to the mill. After a further 80 ft. of barren lode the work has been stopped.

A Winze (c) was sunk at 200 ft. S. of the shaft, to connect with the 260 ft. level for air and transport. This cut the lode, about 2 ft. wide, assaying 15 dwt. At 40 ft. down, the shoot was lost, and the small leader which we continued to follow to the next level only gave 1 dwt. or so occasionally.

It is a very important fact that the gold in this lode is confined within a "shoot" of stone ending at 250 ft. S. of the shaft on this level, and trending towards the "side," i.e. northwards, as it descends, so that it must be cut off in depth.

Above this level all ore has been long since removed, except a small wedge at (j), which is of very good grade, and is now being taken out.

From this level, at 60 ft. S., a winze (g) has been sunk to the next level, 10 ft. off the lode, thus necessitating crosscutting to pick it up, one at 26 ft. down, and the other at 62 ft. The lode in these is now being stopped and averages about 2 ft. and 2 dwt.

The level has been driven N. for 150 ft. to (h), on the true course, as indicated by a seam of rotten slate; but, there being no lode matter, it is now stopped.

From the shaft, a crosscut E. has met the E. branch (i) at 150 ft. It has been an ill-defined and worthless lode, and after 50 ft. of fruitless work, has been abandoned.

This same lode has again been struck in a diagonal crosscut, on the same level, at a point (k), about 120 ft. further N., and driven on to (l), 300 ft. N. of the shaft. There is lode or lode-matter all the way, but it is universally worthless.

West of the shaft, on the same level, a crosscut has been driven 340 ft. to (m), without discovering anything.

The No. 1 Level is at 100 ft. This has been driven S. for 495 ft. from the Old Engine shaft to (n). For about 350 ft. of this distance it has been stopped out overhead most completely. Beyond that, there is nothing to stop. With the exception of making No. 2 Air Shaft secure for ventilation and as a timber pass, this level has been abandoned, rails have been pulled out, and the ground has been allowed to fall in. Should there have existed any new make of stone beyond the face (n), it would have been reached by No. 2 level, which is ahead of No. 1, and would meet the "shoot" at an earlier point.

At the N. end of this level, at 220 ft. N. of the Old Engine shaft, the influence of the slide are very marked, the lode having split up in all directions, and finally pinched out both in length and in the backs.

A curiosity in mining engineering is a winze (No. 1 N.) which is sunk from this level for 60 ft. on no lode whatever, and comes down at least 55 ft. away from either level below—the result of mining without a plan.

From a point (p), at 115 ft. back from the end, a crosscut has been advanced 114 ft., and in conjunction with a crosscut E. between (o) and (q), has proved that no lode exists behind (o) of the slide. On the S. side of the slide and 160 ft. S. of (o), we are taking out a small parcel of ore.

A glance at the accompanying longitudinal section will show most clearly how the incidence of the slide or cross course at the N. end and the pitch of the shoot at the S. end combine to restrict the possible mining area in Bukit Hitam to very small limits. All our prospecting work outside these limits has been fruitless, and it has been of such a nature as practically to preclude the chance of any ore being encountered than has rewarded us here. True, much of what ore we have had has fortunately been good, and has been won at a profit, despite the outlay on boilers and pumps necessitated by the collapse of the Cornish pumping engine, through its having been erected on "made" ground. But the probable further life of Bukit Hitam mine may be measured by months.

Of Bukit Jellis, which lies to the north again of N. Bukit Koman, no plan is submitted, because, notwithstanding that considerable work has been done there, and a good few tons of low-grade ore won, the water since 1898 has never been got down below 150 ft. in the shaft, which is said to be 350 ft. deep.

Remarks on this Mine in previous Reports are a conundrum. The 1898 Report gave "20,000 tons ready to break and send to the mill," and the 1900 Report announced 12-dwt. stone at the bottom of the 350 ft. shaft; yet up till June, 1902, only a few hundred tons of very poor ore (much of it scraped from the hillside) had been milled, and no steps had been taken to unwater the shaft. Here is said to be a mine sunk on to 350 ft., with levels and crosscuts at 50, 150, 250 and 350 ft., and of which the Special Reports in March and May, 1901, said "It offers great inducements."

"The chances of good discoveries are high." "It seems one of the likeliest places on the property to find a new body of ore." "It is only 'lacking a pump' to replace the 8 in. pump,"—left to draw down the water of that pump, which the very article is brought on the property and appropriated to another shaft, a mile away, which has not been sunk 40 ft.

When Koman, which is so very much more important in every way, has been properly provided for, renewed efforts will be made to learn the truth about Jellis. Meantime it remains idle.

Stope is the Malay name which has been given to a spot lying to the north of Hitam. Had it been called "Swamp" it would be better described. It is not a stope, nor is it a mine, nor even a shaft—for a water-hole 40 ft. deep cannot be dignified by such a term; though it will probably make an excellent well in dry seasons, as it will drain a few acres of morass. Above it has been erected a giant headgear—but with no bit, and no connection with the railway—and alongside are winding and pumping engines, with their foundations below permanent water level. Such a reckless waste of money is not often surpassed.

Bukit Nibong is the beginning of a similar piece of folly, but has not gone so far in the matter of equipment.

Average milling duty per stamp (since alterations)	3.157
Average milling cost per ton—	
Steam Mill	\$3.00
Do. do. Electric	
Mill (before alterations)	\$2.25
Average milling cost per ton—	
Electric Mill (since alterations)	\$1.14

During almost the whole of the first half of the year, milling operations were carried on both in the old 20-head steam battery at Raub and in the new 40-head electrically driven battery at Bukit Koman. From investigations made soon after my arrival (July), however, I was led to advise discontinuance of the former, with its attendant extra cost, and I intimated that the 40-head mill could be made to do practically as much work as the whole 60-head had previously done, with great contingent advantages in control, cost, and recovery. It will be seen from the subjoined table that this promise has been substantially redeemed.

For the convenience of one of your Subsidary Companies—the Eastern Lode Syndicate—the steam mill has kept going on their stone till all had been crushed; it was then shut down and dismantled. A considerable yield of gold (nearly 400 oz.) was obtained from the old plates, and these were finally melted down and sold for about £100. The battery itself, which was quite worn out and past repair as a gold mill, was ultimately also sold at a very fair price for treating tin tailings. Even to give it away would have been a highly profitable transaction.

Unfortunately the Raub Mill had scarcely been put out of use when a breakdown at the Power Station also stopped the Koman Mill, and for 55 days no ore was crushed. Still the output (31,727 tons) does not compare bad with the previous year (38,224 tons), when both batteries were running full time.

The milling records kept until June last have been meagre in the extreme, and they afford no real information whatever.

When we resumed crushing after repairing the Power Station it was under fresh supervision, and proper accounts became possible.

The subjoined figures for the closing period of the year covering five lunar months (less one week), may be interesting for comparison with what is done at other mines—

Tons milled, 15,572, being an average of 3,278 tons per lunar month.

Average time lost, including plate-dressing and clean-ups, 2.12 days per lunar month.

Average duty per stamp per 24 hours, 3.175 tons.

Of the Amalgam Recovered—

33.6 per cent. has come from the boxes.

27.7 " " " " " " " " " " " "

28.9 " " " " " " " " " " " "

9.8 " " " " " " " " " " " "

The Yields of Sponge Gold from Amalgam have been—

Boxes, 4.8 per cent. Plates, 30.5 per cent.

Wells, 3.2 " " " " " " " " " " " "

Average of total, 38.7 per cent.

In smelting the sponge gold, the average loss has been 3%, the melted gold amounting to 97%, and being in the proportion of 36.6% of the amalgam. In this connection, it may be mentioned, that in no instance has the monthly average been lower than 34.32% since the battery has come under the present control whereas previously it never exceeded 33.63%, and the average has been 31.23% falling in one instance to 22.38%. This discrepancy of over 5 points (or abt. 15%) in the recovery of bullion from amalgam does not readily admit of explanation.

The fineness of the gold has averaged 914.1.

Average recovery by amalgamation has been 5.8 dwt. per ton, being 72.8% of content.

Mercury loss, .553 oz. per ton milled, or 2.15 oz. per oz. gold bullion.

Concentration is effected in two ways—the more valuable mineral being caught on blanket strikes, and the less valuable by buddles.

Blanketing amounts to 1.053% of the weight of stone milled, and shows an average assay 20.68 dwt. per ton, which is equivalent to .218 dwt. per ton milled, or 7.84% of the total value contained in the milling dirt.

Buddling aggregates 2.538% of the weight, and assay 10.72 dwt., equal to .263 dwt. per ton milled, or 3.76% of the value.

Concentrates thus total 3.59% of the weight, and give an average assay of 4.81 dwt. per ton milled, or 6.6% of the value.

Tailings assays have a mean of 1.555 dwt. or 1.498 dwt. per ton milled, and constitute 20.52% of the original value of the stone. From October, 1900 to July, 1901, they averaged 2.35 dwt., and from August, 1901 to April, 1902, 1.92 dwt. It is recorded in March, 1902, that a month's sampling showed tailings assays over 3 dwt. per ton when the mill was run at 100 drops per minute, and that by lowering the speed to 76 drops we have been reducing to 4 dwt. Since October, we have been running at about 92, and the assay has averaged less than 1 1/2 dwt., though we have had only one buddle in operation.

Milling cost, averaged on the last 5 months' figures, are given in detail below—

Power (90% of total cost of Power Station and its accessories)	\$1.01
Mill Salaries, including 1 Assayer and 1 Engineer	25.30
Labour—Breaker	6.28
" " " " " "	3.75
" " " " " "	3.75
" " " " " "	1.45
" " " " " "	6.04
" " " " " "	1.65
" " " " " "	2.06
" " " " " "	7.51
Grand Total	\$1.14

At \$12 to the £ this is equivalent to about 15 dwt. per ton. It cannot be considered excessive under the circumstances, automatic arrangements being conspicuously absent, and impossible of introduction owing to faulty design. Men have to be employed to take down the ore on the breaker grizzlies, to shovel it into the battery bins, to take it into the feed shoots, &c. &c., no less than 60 being engaged where at most 40 should suffice. The duty or capacity of each stamp also is only 1.5 tons per 24 hours, whereas it should be 2.5 tons per 24 hours, and in fact a great opportunity has been missed for establishing a record for milling cost—lower than that of any other battery in the world running less than 100 stamps. It must not be forgotten that the figures given above include all our employed on cyanide plant.

Sufficient time has not yet elapsed to afford particulars of life or duty of dishes, dies, &c. &c. Reverting to the concentrates, it will be seen that about 35 tons per month of first quality, worth about 1 oz. per ton, and 80 tons per month of second quality, value 300 lb., are collected. The latter, being stored until a profitable way of treating them can be found. The former have to some extent been subjected to cyanidation on more or less experimental lines, and in all some 35 1/2 tons have been so dealt with, affording results as follows—

battery started. The earlier portions contain much mercury, and stibnite occurs among the sulphides, both being drawbacks to cyanidation.

The first run of the cyanide plant brought itself to an end by the liquors becoming so foul that neither dissolution nor precipitation could be carried on any longer; and that was the situation at the date of my arrival. After some experiments, the method of treatment was radically altered, with greatly improved results, the per cent actual recovery being increased from 47 to 62, though the material carried 63 dwt. per ton less gold. Moreover, the improvement is not all shown in the above figures, no account having been taken of the gold contained in the slurry zinc which was returned to the boxes to collect more.

The more recent portion of the bl-anketings, not yet having undergone oxidation to any extent, will probably fail to be as amenable to ordinary cyanide treatment. It is intended to experiment further with them in other directions, on arrival of a competent chemist now on his way.

At the same time attention will be given to the buddlings—now amounting to between 1,500 and 2,000 tons, and representing something like \$40,000 in value. And, besides these, there are a few hundred tons of the heaviest tailings at the old Raub mill which are likely to repay treatment in capable hands. But it needs little argument to show that the separation of these concentrates for further treatment (representing less than 1/2 dwt. per ton milled, and only about 6% of the total value contained in the original ore) and neglecting the tailings (which account for 1 1/2 dwt. of loss and constitute 20% of the total value) is proceeding on entirely wrong lines, and renewed efforts under better auspices will be made to encompass a satisfactory scheme for dealing with the future tailings as produced, dispensing with concentration, and employing practically no labour.

PLANT AND MACHINERY.

The past year has seen a very heavy expenditure on plant and machinery.

At Koman, the main shaft had to be re-sunk and re-timbered for over 70 ft. from the surface, due to its having been badly located in the first place, and the edge of steep ground which has slid downwards, carrying the shaft with it. Advantage was taken to erect a new ore bin alongside the headgear, saving fully 80% of the cost of transport to the mill. Greater stamping capacity had to be provided for the pumps, and these latter had to be re-fixed.

Hitam Pumping Engine being erected on a waste heap, has sunk out of position to the extreme limit of its ability to continue working, and new steam pumps have had to be provided in anticipation of its refusing duty at any moment. This has also meant doubling the boilers.

The Pumping Engine at South Koman broke its crank, and temporarily necessitated adapting bailing tanks to the winding engine.

One of the locomotive engines has been fitted with a new boiler.

Considerable replacement of worn-out pulleys, cams, stems, tappets, &c., has had to be provided for the battery, and the need of a new water service tank has been forced on us by the bad construction of the old one.

The concentration of work at Koman has called for a transference and reorganisation of the fitting shops, electric power replacing coolies on the lathes, shaping machines, grindstones, forge bellows, &c.

A new dry amble store has been constructed in Koman Hill, and electric light has been furnished to it as well as to the shops, shafts, bins, &c.

The Offices and Stores, and most of the European dwelling, have been also removed to the principal centre of operations.

The destruction of our power plant at Simpang involved us in very heavy cost for rebuilding the machinery and house. Our neighbours, tailings have also compelled us to make extensive settling-dams at the head of our pipeline.

RETURNS.

The total output of gold bullion for the past year has been 11,319 oz., equal to a trifle over 63 dwt. per ton. This brings the grand total recorded production to 109,102 oz., equivalent to 15.97 dwt. per ton raised and milled. In this sum, no account is taken of the gold contents of about 1,000 tons of buddling at Koman, worth about 1 oz. to the ton, nor of a large quantity of old tailings at Raub, which it is hoped may be successfully treated at an early date.

In connection with the lower returns per ton for the past four months, it is interesting to note that out of 26 crushings between 1890 and 1897 there were 11 that produced less than 10 dwt. per ton, 7 of these being less than 8 dwt., and one (of 1,120 tons) less than 4 dwt. Our average has not fallen below 5 dwt., and we are hoping to get another dwt. by cyanidation.

WORKING COSTS.

In the subjoined table is given, in some detail, the working costs for the last 5 months (19 weeks) of the year, calculated out to dollars and dwt. per ton, by which it will be seen that an average of about 3 1/2 dwt. bullion recovery suffices to cover all working costs, the only items not included being cost prices of new plant and machinery properly chargeable to Capital A/c and not to working expenses. This means that a 4 dwt. return is giving us a handsome margin, and thus my estimate has been more than verified.

Apparently it was not custom in the past to keep Cost Sheets, and so a monthly comparison is not possible. But the Cashbook figures for the 6 months, January to June, 1902, show an average monthly cost of \$45,131.60, which is equivalent to \$14.66 per ton, thus demanding a recovery of 64 dwt.

Attention may be called for a moment to the item "Royalty." This works out at an average of 62 cents per ton, or as nearly as possible 8% of the total cost. Computed at the same rate on the total output of gold to date, it amounts to considerably more than \$200,000.

Obviously, this question of working costs is of paramount importance. The only valuable ore in a mine is that which is payable, and the latter consideration is largely determined by the cost at which its contents can be won. A mine yielding 4 dwt. stone must soon shut down if the cost exceed 4 dwt., while it can be worked and will afford a large aggregate profit if the expenses are only 3 1/2 dwt. Even this small margin would mean, on an annual crushing of 40,000 tons, no less than \$40,000 to \$50,000 yearly. It goes to the root of the whole question in estimating the prospects and life of a mine, and no report can properly be called such which does not deal with this vital point. Yet the Special Report of March and May, 1901, are both silent upon it, and the consequence fall into the error of condemning as worthless a large portion of the mine, from which we have, been for some time drawing our principal daily needs of milling dirt.

The be-ef of low working costs will be brought home to you very strongly when you are reminded that these mines have produced an aggregate of 109,102 oz. from 181,254 tons, or 11.97 dwt. per ton; and had working cost been kept down to 4 dwt., there would have been a margin of about \$291,666 sterling for distribution in dividends.—I am, Gentlemen, Your obedient servant,

C. G. WAINFORD LOCK,  
F.G.S., M.I.M.M.,  
General Manager.

The directors have the pleasure to present herewith the balance sheet and profit and loss account for the year ending 31st March, 1903, the Singapore accounts incorporated therein being closed on the 28th February.

During the year a change of management at Raub occurred. The late mining manager, having been offered an appointment in Australia, tendered his resignation. The directors were then able to avail themselves of the advice and assistance of the chairman—Mr. De Burgh Perse—who had visited Singapore and was then in London, in selecting a general manager for Raub. As a result, the directors were fortunate in securing the services of Mr. C. G. Wainford Lock, F.G.S., M.I.M.M., etc., a gentleman of world-wide repute in the mining world, and Mr. Martin, as mine manager (in place of Mr. Waters), who had vast experience in South Africa and South America.

The annual report on the mines now furnished by Mr. Lock, gives an excellent account of the work done during a period of nine (9) months under which the Mines have been under his able control.

In accordance with the articles of association, all the directors, Messrs. De Burgh Perse, Robert Philp, George Frederick Smit, and James Forsyth, and the auditor, T. A. Bond, retire, but are eligible for re-election, and offer themselves accordingly.

It will devolve upon the meeting to elect directors and auditor, and to fix the auditor's remuneration.

DE BURGH PERSE,  
Chairman.

Brisbane, 26th May, 1903.

BALANCE SHEET FOR YEAR ENDING 31ST MARCH, 1903.

(Incorporating Singapore Balance Sheet to 28th February, 1903.)

1903. LIABILITIES.

Capital ..... £ s. d. £ s. d.

Less Uncalled ..... 200,000 0 0

Capital ..... 8,750 0 0

Reserve ..... 191,250 0 0

Sundry Creditors ..... 773 19 3

Chartered Bank of I. A. and C. Less Cash Balance ..... 3,934 3 11

Royal Bank of Queensland Ltd. Unpaid Dividends—

Brisbane ..... 72 4 0

Singapore ..... 90 9 6

1903 ASSETS.

Mining Property... £ s. d. £ s. d.

Machinery and Plant ..... 13,351 12 0

Tools, Implements, and Stores ..... 679 0 0

Railway and Rolling Stock ..... 2,753 0 0

Buildings ..... 995 0 0

Timber ..... 600 0 0

Fuel ..... 38 0 0



## INDO-CHINA S. N. CO.

The *Financial Times* of the 20th of May has the following comment on the recent report of the Indo-China S. N. Co.:

Shareholders in the Indo-China Steam Navigation Company are not unacquainted with the vicissitudes of fortune, but the report for the past year comes as a distinct disappointment. The Directors remark that the depressed condition of the shipping trade in the Far East will have prepared the proprietors for financial results much less satisfactory than the handsome earnings of 1900 and 1901, and they express satisfaction at the fact that after allowing for the usual premium of insurance to underwriting account and for depreciation, etc., the revenue account shows a credit balance. But the decline in the net earnings of steamers is a serious matter, as the following figures indicate:

1900	£188,817
1901	148,061
1902	59,913

Seeing that the gross tonnage of the fleet has been increased in the three years from 66,191 to 80,355 tons, the falling-off is most disappointing. True, the shareholders are to receive a dividend of 5 per cent, which compares with 14 per cent for 1900 and 10 per cent for 1901, but the distribution, which absorbs £24,794, is rendered possible only by the transfer of £28,656 from the underwriting account, which, thanks to absence of loss or damage for a long time, is nearly equal to half the paid-up capital of the Company. It will be remembered that an increase of capital was mooted last year with the view of building more vessels, but in the circumstances it is not surprising to learn that the operation has been postponed. The freight market has recently undergone some improvement, but the outlook does not seem to have been regarded with much confidence.

## THE SPREAD AND PHYLAXIS OF PLAGUE.

In the discussion on plague during the American Medical Association Meeting, May 31 to 6th, Dr. W. J. Calvert stated that so long as such plague centres as Canton and Hongkong existed, the disease was likely to appear in the Pacific coast of North America.

Dr. J. J. Kinyoun said that the *sin qua non* in prophylaxis was the accurate diagnosis of the first case, and that the clinical forms were so varied that the errors in diagnosis of first cases were not infrequently made. Plague might resemble anthrax, tetanus, mumps, diphtheria, erysipelas, pneumonia, acute pleurisy, malignant pericarditis, typhoid, typhus, relapsing and malarial fevers, acute dysentery, miliary tubercle, septicæmia, pyæmia, and syphilis. These forms of plague and its insidiousness and the inexperience of the profession rendered plague one of the most difficult to recognise. For diagnosis a bacteriological examination was essential.

Dr. F. G. Novy emphasised the fact that plague was essentially a disease of animals and primarily was not a human disease. The disease was transmitted by the bites of animals, such as the rats or rodents of China. How the disease was communicated to the human being, what was the portal of entry, was a very difficult question to answer and possibly never would be answered satisfactorily. The virulence of the germ decreased the longer it was kept in artificial culture. The organism he did not consider to be very resistant and could be easily destroyed. Besides isolation of the sick, disinfection, segregation, &c., he said we have a powerful method of controlling the disease, i.e., by serum inoculation.

## LOCAL AND GENERAL.

NEWCHWANG has quarantined Yokohama and Formosa.

A FRENCH paper, *Le Courrier de Tientsin*, has been started at that port.

KANG Yu Wei, who is at present in Raogoon, is leaving in a few days for Maymyo.

ACCORDING to the *China Times* all Japanese in North China who belong to the army reserve have been recalled.

THERE are six native convicts isolated inside the walls of Bilibid Prison, Manila, who are bubonic plague suspects.

TWO American visitors to the Osaka Exhibition have succeeded in climbing to the top of Fuji, notwithstanding the deep snow.

ACCORDING to the *Echo*, the Chinese of Penang are discussing the advisability of forming a Chinese Chamber of Commerce.

THE *Japan Times* says that there was nothing in the position of the Manchurian question on the 26th ult. to warrant a gloomy forecast.

A CHINESE clerk employed at the Post Office, has been charged for opening a newspaper, and the case was adjourned until next Friday.

TWENTY-ONE hundred cartridges have been discovered by secret service men in the house of a prominent Filipino contractor in the Philippines.

THE Japanese Government made Mr. de Rijke on his departure for home a present of Y 32,000 in recognition of his services to Japan since 1868.

THE Merchant Shipping Amendment Ordinance (No. 31 of 1903) and the Stowaways Ordinance, 1903, have been assented to by the Governor.

FIRST Lieutenant W. K. McCue, well-known officer of the 1st Infantry and recently stationed at Manila, has been arrested in Chicago for alleged bigamy.

THE Manila Medical Society has been recognized by the American Medical Association and in future will affiliate with that important professional organization.

WHILE painting the walls of a house in Des Vaux Road Central on Saturday a native lost his balance and fell. He was picked up dead and carried to the Central Police Station.

THE N. Y. K. has placed an order with the M. B. K. at Nagasaki for a reserve steamer of 7,000 tons gross for its American line. The materials as usual will come from England.

HAWKERS of peanuts and cakes desiring to sell their wares in the streets of Newchwang have to pay one rouble per month for the privilege of doing so, or be chased out of the town.

THE Admiralty have ordered his Majesty's gunboats *Brimark* and *Brant* to be recommissioned at Hongkong with new crews, for a further service of three years in the Far East.

THE Magistrate of Nan Hui Hsien who was very unpopular, and was a man of ill-reputation, has been fined by the Viceroy Wei Kwangtao Tls. 600,000. The money is intended for Kwangsi.

ACCORDING to the *Manila Times* the anti-plague serum used in that city, comes from Japan and costs the Government \$450 per bottle containing enough serum to inoculate five people.

WRITING from Canton under date, 3rd inst., a correspondent informs us that samples of tea have been sent to various European tea merchants, and the market will probably be opened very shortly.

At the general meeting of the shareholders of the Russo-Chinese Bank everything passed off satisfactorily. A dividend was declared of 15 roubles on the old shares, and 3.75 roubles on the new shares.

CAPTAIN A. W. Outerbridge of the *Sunkiang* was married by Bishop Brent at Manila on 7th inst. to Miss Jessie H. Woodward, a former hospital nurse. The couple will make their home in Hongkong.

MARIA Gonzales, "Queen of Calocan," at Manila, on the charge of "bandolerismo," but the court directs that the accused be arrested and tried for sedition or treason.

A PROPOSAL to connect America and Asia has been made by an American syndicate, which has offered to Russia to construct a bridge across the Behring Sea. The length of the structure would be 107 miles.

IN Brazil the "giboiá," a kind of boa, is largely kept and sold for the purposes of keeping down the rats and other vermin. They are quite harmless, very beautiful and graceful, and sleep all day, doing their hunting at night.

THE King's exequatur empowering Don Eduardo Nuella to act as Consul of Peru at Hongkong, has been issued. Mr. Nuella reported his arrival and assumed charge of the Peruvian Consulate on the 30th ultimo.

LIEUT-GEN. Fukushima, who distinguished himself in the fighting in the North in the 1900 troubles, has been made by King Edward a Military Knight-Commander of the Bath and is now Sir Yasumasa Fukushima, K.C.B.

AT a launch in England recently of a mission vessel, the customary bottle of wine was dispensed with at the christening. Instead a bottle of oil—indicative of peace and calm—was made fast to the bows of the vessel before she left the ways.

CHINESE persons born in the Philippine Islands are not required by law to register, but if such persons make application, there is no reason why they should not be given a certificate of residence in the same way as any other Chinese person.

REPRESENTATIVES of one of the largest syndicates in the United States have arrived in Manila and are conferring with the Philippine Transportation Improvement Co. concerning the advisability of bringing to the island a large amount of capital for various investments.

A DESPATCH from Constantinople to the *Figaro* states that the Sultan has commanded the Seras Kierat to order two heavy guns in England which are to be used as patterns in the Imperial foundry at Tofane. One gun is to be a six inch quick-firer and the other of larger calibre.

OWING to the drought, the sugar crop in Jamaica, in the British West Indies, is 43 per cent below par. The planters' losses amount to £60,000. This bit of bad luck for Jamaica should make the market a little better for the sugar crops of the Malay Peninsula.

SERIOUS disturbance is reported to have been created in Hochienfu, Honan, by mounted bandits. Viceroy Yuan Shih Kai, on learning the news, immediately sent a large detachment of troops under the command of an expectant official named Li Hao Tsai to the scene of the trouble to suppress it.

A LARGE number of Japanese and Russian warships are assembled at Mazamp at present. A portion of the Japanese fleet is at Chinkaiwan. The Chinese merchants at Chemulpo have secured contracts for a large supply of provisions to the Russian vessels. The provisions have been shipped to Mazamp.—*Asahi*.

LIANG Lan Hsun, who has been in the service of the Imperial Chinese Railway Administration and the Canton-Bankow Railway during the past two years and previous to that time for ten years as a teacher in Queen's College, Hongkong, and Tientsin University, is promoted to the rank of Taotai.

ABOUT 12 o'clock on Wednesday fire broke out, through the heating of coal, in the bunker of the steam launch *Mitsui*, the property of the Mitsui Bussan Kaisha. The Fire Brigade, under Inspector Baker, left for the scene, but their services were not required as the fire was extinguished before their arrival.

THE Government has failed in their negotiations to secure the Hotel Oriente as a post office building. The majority of Manilaites are glad, says the *Sunday Sun*, that negotiations are off, for the reason that the site of the Hotel Oriente is not considered either a desirable or a central one.

THE master of the s.s. *Knight Errant* reports that his passage round the Cape of Good Hope, Sunda Straits, etc., from Barry, was completed without a single stoppage. The distance covered was 13,089 miles and the time taken, 57 days 10 hours and 3 minutes. After bunkering the steamer will proceed to Port Arthur.

ACCORDING to the *Japan Herald*, the Yokohama Municipality is now spending £750 daily in the disinfection and general cleaning of the town against plague, in addition to the special allowance to the police and municipal officials concerned. The daily expenditure, therefore, aggregates between eight and nine hundred yen.

DURING the recent rain-storm, the district of Hock-shan, situated about 35 miles from Canton, was completely flooded and 600 houses damaged. The number of lives lost is not recorded, but we are informed they are not many, for the villagers were all warned by the beating of gongs, and so had time to make for the mountains.

THE *Jiji* publishes a Tientsin dispatch, stating that the Russian authorities have engaged thousands more Chinese coolies to Manchuria. Two thousand coolies were sent towards the end of May. The Chinese coolies now employed by the Russian authorities in Manchuria are estimated to number no fewer than 250,000.

THE Monetary Commission which the American Government has convened, has been opened. The American delegates asked that Indo-China and China should accept the system newly adopted for the Philippines.

THE steamer *San Shui*, late chartered transport on the Q. M. D. service at Manila, has been given over to the command of Captain Casey and he will take her to Shanghai and deliver her to the owners, Messrs. Farnham Boyd and Co. of that city.

C.M.S. *Hsichi* made a record run last trip from the Taku anchorage to the Tientsin Bund. She left the anchorage at 5.30 a.m., passed Yanku at 6.35 a.m. and arrived at the Bund at noon, drawing 9 feet 3 inches forward and 10 feet 2 inches aft.

CAPTAIN F. Davies, of the N.Y.K. s.s. *Bingo Maru*, has received a medal from H. H. Prince Arisugawa in recognition of his service to the Japanese Aid Association. Mr. Hosokawa, Purser of the same vessel, has received a letter of thanks and a silver cup.

THE Yokohama Fire and Transport Insurance Co. made a net profit in the past half year of Yen 39,307. Of this amount Y 217,510 is carried forward, Y 125,000 distributed in a dividend of 5 per cent for the half year, Y 30,000 added to the legal reserve, and Y 8,427 to the special reserve.

THREE Japanese training vessels are expected to arrive in Manila about the middle of the month with a large number of naval cadets aboard. The vessels have already been to Australia and are now en route to Manila, via Japan. The ships will be received with fitting ceremonies.

THE *Times* Peking correspondent says that the Chinese representatives on the Tibet Boundary Commission have been nominated but the Ambassador at Lassa has no influence either with China or Tibet. The *Times* correspondent urges India not to waste time negotiating with the Chinese but to send a mission to Lassa and treat direct with the Tibetans.

THE *Universal Gazette* gathers that Li Ching-hsi, Governor designate of Kweichow, applied for a month's leave of absence at his last audience, therefore he is still at Peking. His disinclination to proceed to his appointed post is due to lack of an army and funds in Kweichow which adjoins the provinces of Yunnan and Kwangsi where affairs are in a very disturbed condition.

OWING to reports received by the Hospital Department from so many different parts of the Kingdom showing the existence of small-pox in various forms, the Hospital Department has decided to make a systematic effort to stamp out the disease in Siam. For this purpose a sum of Ticals 15,000 has been put aside by the department for the purchase of vaccine and to pay for vaccination.

THE "Church and Stage" combine has another illustration in Penang, where the Rev. Frank W. Haines is stage-managing the preparation of Pinero's comedy "Dandy Dick." The cast is to include Messrs. J. P. Aiken, Harold Cold, James Murray, Harry Neubronner, Orlo Thomas, Robert Withers and Ethelbert Skerchly, Mesdames Lisa Anthony, Muriel Burhope, Flo Skerchly and Evelyn Thomas.

FOOTBALL has found its way to Port Swettenham and some desperate games between mixed teams of Europeans and Malays have recently taken place there. A regular club for general recreative purposes is being formed, and a recent visitor says that the place gives indications of a prosperity and virility which no one who knew it ten years ago could possibly have conceived.

A CERTAIN viceroy has incurred the dislike of the Empress Dowager for being one of the foremost in sending students to Japan, who are rapidly acquiring revolutionary sentiments and are holding anti-dynastic principles. The Empress Dowager once remarked to her advisers that these students, for whom the government spent large sums of money, are in future a menace to the dynasty.

WITH the object of testing the postal facilities of the trans-Siberian route, the Nagasaki Post office recently sent reply postcards to St. Petersburg by the Siberian Railway via Port Arthur, and also via Canada. The communication via the trans-Siberian route got to its destination in twenty-three days, while that which travelled via Vancouver occupied thirty-three days in transit.—*Kobe Chronicle*.

A TELEGRAM was received at Harvard Observatory on May 28th from Professor Lowell, who has charged the astronomical station at Flagstaff, Arizona, stating that a large projection on Mars was observed on May 26 at 3.35 a.m. Greenwich mean time. The position of the angle was 700 deg, and the projection lasted 55 minutes. Several newspapers print the despatch under the heading, "Is Mars Signalling?"

A MOST extensive robbery has been perpetrated at the Osaka Exhibition, thieves having broken through one of the ventilators in the roof and got away with exhibits to the value of about Yen 17,883. Among the articles stolen was an *okimono*—gold and silver inlay work valued at Yen 1,500 besides a large quantity of precious stones, silk, etc. The Osaka Police authorities have offered a reward of yen 100 for information leading to the arrest of the offenders.

THE grant-in-aid of Yen 100,000 a year bestowed by the Government on the Central Tea Association as a fund for expanding the sale of tea in foreign markets will cease with this year, according to the original contract (reports the *Japan Times*). The Association has applied for the renewal of this favour, and the authorities have decided, the *Shogyo Chugai* learns, to grant it Yen 70,000 a year for five years, subject of course to the approval of the Diet.

THE two shallow-draught steamers which the Hunan Steamship Company are having constructed at the Osaka Iron Works, will be ready for sea by the 15th of September next. These vessels will then be taken to Hankow, where they are to be transferred to the owners, the Japanese steamship company, established for coasting service in Hunan province, China, will start business about the middle of October.

ONE of the latest proclamations issued by the new Viceroy of the Kwang Provinces is directed with a view to preventing the export of water-buffaloes from Kwangsi. When the owner of one of these animals is short of ready money, and his only available asset is this lover of mud and water he is to lead it to the district magistrate who will give him 5 taels for the beast and when the proceeds of the harvest come to hand the temporary loan is to be repaid.

THE construction of the Canton-Hankow Railway is making very satisfactory progress, although work has been greatly retarded of late owing to heavy rainfall. Engines and material are commencing to arrive at the Canton end of the road. The ten-mile double track line to Fatsien is about completed, and ready for the equipment and rolling stock.

ONE of the masts of the old Spanish flagship *Reina Cristina*, which sank during the battle of Manila Bay, has been secured by an enterprising young American who paid a substantial price for the relic, and then had it turned into walking sticks. This he sold to patriotic Americans, but the number disposed of would far exceed the cubic contents of that mast.

THE inquiry opened at the German Consulate, Bangkok, on 24th ult., into the circumstances attending the collision, which took place at the bar on the previous Sunday night between the steamship *Petchaburi*, of the North German Lloyd Orient Line and the lighter *Lucky*. Several witnesses gave evidence, but on account of the steamer having to leave for Hongkong the inquiry was adjourned until the next visit of the *Petchaburi* to Bangkok.

AFTER all the cattle dealer in Siam does not know everything, remarks the *Bangkok Times*. Some stir has been brought about at Sourabaya by the evil practices of certain cattle dealers from the island of Madura, off the Java coast. They fill the cattle with water by means of bamboo injectors, so that the animals increase in bulk present a sleek appearance, and weigh heavy. Such cattle are sold by weight and not at so much a head. The police are making inquiries into this.

THE C.M.S. *Hsichi*, which arrived at Shanghai from Newchwang and Chefoo on the 3rd inst., reported: Fine weather and light southerly wind. At 10.15 a.m., off Shanghai, observed signals and noticed shipwrecked crew ashore on the island. Anchored and sent boat ashore and took off Capt. and Mrs. Jensen and 9 men of the crew of the American ship *Carrier D-29*, which was wrecked on the bank north of Tsungming. One man had been lost in leaving the wreck on the night of the 1st instant.

THE *Strait Times* understands on very reliable authority that the bids for the Opium and Spirit Farms have, in one instance at any rate, reached a figure exceeding \$5,000,000, per annum, and indeed approaching \$5,000,000, per month. The present holders pay but \$250,000 per month. If anybody can afford to offer half a million per month for the same concessions it is easy to realize what a delicious financial picnic the present incumbents must have been enjoying for the past year or two.

A MEETING of the Justices of the Peace was held at the Magistracy on Friday, for the purpose of considering the application of Hans Peter Jertum for the transfer of his publican's licence to sell and retail intoxicating liquor on the premises situated at Nos. 25 and 268 Queen's Road Central, under the sign of the "German Tavern" to Paul Mising. The Magistrates present were Messrs. I. H. Kemp, F. Lyons, R. H. Craig, and C. D. Melbourne. Mr. Grist appeared for Mr. Jertum, and the application was granted.

MANCHU-IA has cost us hundreds of millions, drawn from our national treasury. In a short time, instead of anarchy, insurrection, and universal chaos, we have there evolved such order and well-being as have drawn forth unqualified praise from the English press, so perpetually hostile to us. In view of all this, Manchuria belongs to us by the best of all rights, the right of justice; and all claims on Manchuria we cannot consider as other than attacks on our rights and our property.—Editor of the *St. Petersburg Novoye Vremya* in *Harper's Weekly*, New York.

IT appears that some of the men employed in distributing rice in Kwang Si are not very enthusiastic over a telegram which was received from Canton. A cargo of rice was sent up and a telegram followed stating that this rice was to be distributed by "American citizens" only. Unfortunately the telegram met with the fate it deserved. There was no American citizen at hand to receive it and it had to be consigned to the tender mercies of some good British subjects who notwithstanding the objectionable telegram took charge of the work of distribution. Perhaps the telegram was a joke, if so it was a bad one.

THE repair of the Tsung Yang Men (one of the main gates of Peking, damaged by the allies on their entrance in the memorable August of 1900), had been confided by the Throne to Yuan Shih Kai, and Chen Phi the later civil Governor of Shantung. The work had been repeatedly put off owing to the lack of funds, and the Empress Dowager expected the officials to make voluntary contribution to defray its cost. Up to the present a sum of Tls. 570,000 has been secured for this purpose, of which more than half the amount has already arrived at Peking.

VERY great importance is being attached to the official and diplomatic world to the recall of Count Cassini, the Russian Ambassador in Washington, for that he has been recalled there is little ground for doubt. His Excellency's relations with the United States Government have, it is known, been for some time very strained, chiefly because of the unreliability of the assurances and denials regarding China which he has given to the American Government on various occasions. The *Manchester Dispatch* observes that official folk are now wondering whether he is to be again sent to Peking.

THE Sultan of Johore was defendant in the Sydney District Court the other day when Alfred Richard Morris, sporting editor of *Punch*, sought to recover £11, alleged to be the balance due for work done by him for the Sultan in 1897. It was stated for the prosecution that a man named Campbell sold a mare called *Disfigured* to the Sultan, and arranged with complainant to prepare an illuminated pedigree. The sum of £1 was given to Morris to bind the contract, but payment for the work had never been received. The defence was that the money was paid to Campbell. The case was adjourned.

THE number of exhibits lately received for the Philippines exhibit at St. Louis World's Fair reaches the figure of 400, consisting however of so far only of collections of no more than ten, twenty, thirty, or forty objects. The exhibits, like Marinduque, Pangasinan, and Nueva Ecija, have according to notice prepared a preliminary exposition in their respective capitals. The number of exhibitors has passed 1,000, while the number of exhibits is now over 15,000. The Exposition Board is confident that the public and public officials will respond to its earnest appeal and help to make the Philippines Exhibition in St. Louis the much desired success.

THE *Exmouth* is to take the place of the *Victorious*, which has been absent from England for about five years, having served for the first two years in the Far East, to which she was suddenly sent on being detached from the Channel Fleet while on passage down the English Channel. For the last three years she has served in the Mediterranean Fleet, which she joined on her return from China.

THE steamer *Australian*, of the E. and A. line, which arrived on Thursday from Sydney and Manila, was docked at the former city, and is in splendid trim. She had a valuable cargo, including nine boxes of gold, valued at £20,300, shipped for Hongkong, and in addition brought away from Sydney shipments of frozen mutton, lamb, beef, pork, milk, butter, and vegetables, fodder, chaff, hay, bran etc., N. Z. flax, and Stearine soap, and large lines of fungus and beach de mer.

AN Indian contemporary published the following information for the veracity of which we do not vouch as we neither knew that the deceased doctor was a plague specialist at Hongkong nor that there had been a yachting fatality near the port.—Dr. Frank Merry, the distinguished plague specialist at Hongkong, whilst yachting near that port, was drowned. A Sikh and two Chinese servants were with the doctor at the time of the disaster, and only the former succeeded in getting ashore.

IN about a fortnight's time one of the most interesting Commissions which Japan has ever sent to this country will arrive in England. It will include two judges and a professor of law, and its business will be to study our system of legal training, our Court procedure, and the principles upon which barristers are promoted to the bench. Arrangements are already in progress for entertaining the Commissioners at the various Inns, and it is understood that facilities will be given them in the Appeal and other courts to follow cases at the side of the various judges.—*Manchester Dispatch*.

THE Manila *Times* states:—An important commercial filing has just been made with Registrar Barrera, and with it the Sulu Pearling Co. launches itself into business life with a paid up capital of \$25,000. This company will operate in the Sulu Archipelago, which is said to afford pearling fisheries equal to any in the world. Well known and substantial Manila citizens are at its head. The company means its own fleet, which will be among the best equipped operating in this part of the Orient. As yet the commercial importance of existing pearl fisheries is, so to speak, unknown, but they are known to be very rich, and much profit to the industries of the Philippines may be expected through the operations of the company.

THE authorities of the Catholic Church have announced that it has been decided to open a seminary in Manila for the instruction and consecration of native priests. The novices will be chosen from those Filipinos evincing a vocation for the priesthood, and the standard of requirements will be high. The collegiate course will be severe, and the theological studies the same as in the United States. The seminary will be under the supervision of American priests, and it is probable that the Sulpicians, the great French teaching order, which is exclusively devoted to the education of Catholic priests of the secular order, will be the instructors.

TRUS-A, New York wire of 5th inst., to be *Cable News*'s England and Japan have sent an ultimatum to Russia on the Manchurian question. The text of the dispatch cannot be learned. The feeling in Washington is that a war cloud is looming dark on the Oriental horizon. Heavily everything else is being discredited in Washington diplomatic circles. Trading hard on the heels of the announcement of Russia's displeasure at America for President Roosevelt's petition in favour of the Jews, the people of the United States feel a rather personal interest in the alleged imminence of hostilities.

THE following telegraphic information, dated 1st inst., has been received from the Sumatral Director and Manager of the Maatschappij tot Mijn-Bosch-en-Land-bouwenexploitatie in Langkat, Ld.:

Daily aggregate output of Crude Petroleum	78,000 gallons.
Crude Petroleum in Tanks at date	220,000 cases.
Kerosene made since the date of the preceding half-monthly telegram.	70,000
Kerosene shipped since the date of the preceding half-monthly telegram.	72,000
Kerosene in Stock at Refinery at date.	35,000

ON Wednesday a Chinaman with a bundle containing clothing and money to the value of \$200.00 made his way to the s.s. *Huengshan* to proceed to Macao. On arriving on board he placed the bundle near him, and started a conversation with a friend, but when he went to open his bundle, he found that it was substituted for one containing old rags. He at once made his way to the station and reported the matter. In the meanwhile a Chinese P.C. seeing another Chinaman carrying a bundle in a rather suspicious manner arrested him and on arrival at the station, the traveller recognised his bundle. The thief was sentenced to three months' hard labour.

MR. F. B. L. Bowley, secretary and librarian of the City Hall Library, has forwarded to us a copy of the latest catalogue and rules of the free lending collection. We were not aware that our local "treasure house of knowledge" contained so many volumes as are now classified in this work, and hope that the publication of the catalogue will be the means of bringing the leading library into more prominence than it has been for some time past. Readers will find fiction, travel, politics, history, biography, poetry and drama galore, and will make a sound investment by paying a dollar and securing a copy of the catalogue from Messrs. Kelly and Walsh. The thanks of the community are due to those responsible for the compilation of the work.

RAMES David, book-keeper at the Kowloon Hotel, and Abdul Kareem, ice cream vendor, residing with him at No. 8 Austin Road, Kowloon, related at the Magistracy this morning, that at about 3.30 a.m. yesterday he heard a noise in his room, and on getting up saw a Chinaman trying to break open his trunk. He immediately rushed at him, but the intruder made for the balcony, and ere long was out in the street. He gave chase, and directed his lodger to report the matter at the station, which he did. At 4.30 he returned home after a fruitless chase, and making a search found that three watches, an umbrella, a pair of silk slippers, and a penknife were gone. An hour or two later the thief was caught at Yauwatt with the articles in his possession, and was sentenced by Mr. Kemp, this morning, to four months' hard labour.

REPORTS from St. Petersburg confirm the statement that time-expired soldiers of the Russian Army Manchuria and the Amur district are not sent home, but are placed at the disposal of the Military authorities, and are partly enrolled in the Railway Protection Force, which includes eight Line and four Reserve Battalions belonging to the Frontier Guard Corps in Manchuria, with about 22 guns. Besides the railway protection troops of the Siberian Army Corps, 20 battalions of riflemen and one reserve battalion, two artillery brigades, two machine-gun companies, three Cossack regiments, and one Cossack battery. To this must be added the garrison artillery, with heavy guns, which has evidently been transferred there to occupy important positions prepared for it.

THE Hongkong correspondent of the *N. C. Z. News* writes as follows: The New Law Courts do not grow apace. Green grows the site, though, and the huge masonry erected more than a year ago over the vaults is becoming decrepit, and the corner being partly destroyed. As a sign of the very remote period at which the building may be expected to rise, the old funeral vault that has so long served as the Hall of Justice has been carefully painted up, and, save for the ugliness of the colour, looks almost as beautiful as it did when the proud architect first turned out his magnum opus. As it is apparent this most inconvenient and obsolete structure has got a fresh long lease of life, I would suggest that the site for the proposed New Law Courts be laid out as a croquet ground, tennis lawn, or something useful and ornamental, and the road from the City Hall to the Club—which has for some occult reason connected with contractors been thrown into the site—be reopened for the public convenience.

SENATOR Dietrich of Nebraska said, in the Senate in February last, "Both the great tobacco and sugar estates of the Philippines have been so conducted that the great mass of labourers on them never saw any money from one year's end to the other. The pittance which they received for their labour was given in goods from the company's store. In fact they were always kept in debt and thus held in semi-slavery." Hence the past and present unrest. Weekly cash pay rolls are a quietus. The senator further said: "Now that we have possessions that can produce all of this coffee, rubber, copra, cocoa, dyewoods, spices and other tropical products, I am in favour of placing a protective tariff on them against the rest of the world. We should do what is best for our own people and the people of the Philippine Islands, for they are our own people. The Philippine Islands are ours; why not develop them instead of paying out millions yearly to develop foreign countries?"

OF all the nations of the East, the island Empire of Japan has alone answered effectively to the call of Western civilisation. She has done so because her people possess that which the swarming people of China lack, a keen sense of patriotism; because she possessed in the Samurai class a proud and warlike class that could not tolerate the thought of foreign tutelage and exploitation; and because she possessed in her ancient dynasty a rallying point and a capable centre for statesmanlike organisation. "Behold, ye people of Europe, that a cycle of Cathay," sang the poet; but the cycle has been turned inside out, for the fifty years Japan has absorbed a cycle of Europe. The best testimony that the absorption has been well done is the treaty of alliance between the two island Empires, an alliance in which extreme Asia and extreme Europe meet on an equal footing. The treaty is a tribute to the excellence with which Japan has been served by her Emperor, her statesmen, her sailors, and her soldiers.—*Town and Country Journal* (Australia).

THE barque *C. H. Watson*, bound from New York to Yokohama, was found by the Australian steamer *Morphy* lying at anchor off the coast of New Guinea, between Cape Suckling and Yule Island. She had about 90 fathoms of chain out, and was in a totally helpless condition. With the exception of the mizen lower mast she had absolutely nothing standing, even her rudder being gone. She had only her own crew aboard at the time, but the disabled vessel had been the means of rescuing part of the crew of the barque *Adith*, which was wrecked off the New Caledonian coast. The barque was dismasted in the cyclone which played such great havoc at Townsville, and she had drifted helplessly for two miles before being picked up by the *Morphy*. The *C. H. Watson* had a car consisting of kerosene oil. She had made a protracted voyage, having sailed from New York as far back as October 29 last. She was in a bad way when picked up by the *Morphy*, and the timely arrival of the latter doubtless saved the vessel from total loss.

AT the Magistracy on Monday afternoon George Pickering, of No. 118 Wanchai Road, had to answer a summons issued by A. Yook, optician, residing at the same address for carelessly washing his verandah and damaging his furniture. Mr. Looker appeared on behalf of the complainant, who stated that at 6 p.m. on the 26th ult. defendant washed his verandah in such a careless manner as to cause water to penetrate below thereby damaging his bed and various pots of opium. He made a complaint to the tenants of the third flat, but soon after defendant entered his flat and assaulted him. Defendant stated that they complained many times about him washing the verandah and even told him to stop doing so. On the evening of the 26th a jar containing water capsize and the water ran down. Complainant then began hammering with a long bamboo on the ceilings and raised part of the flooring. He then proceeded to throw and get complainant by his queue. No sooner did he do so, than another loki joined in, so he had to struggle with both. After evidence had been heard the defendant was fined \$10.



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